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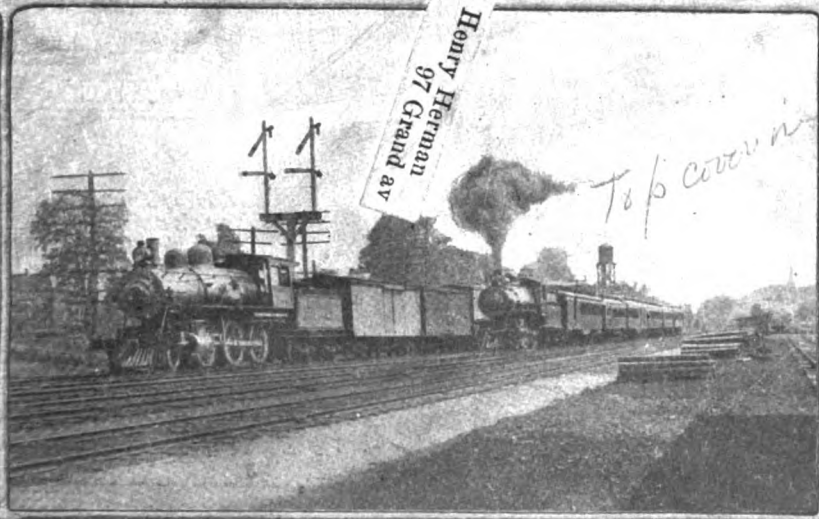


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NUMBER 1

Aunt Sue's Brocade.

BY JEANNETTE H. WALWORTH.

(Copyright by American Press Association, 1911.)

When the local expressman drew up his big gray horses in front of the Lamdin gate the neighbors were all wide-eyed incredulity. The man had surely made a mistake. No one had ever seen an express package go through that gate before, and this was not even Christmas.

Inside the Lamdin house the wide-eyed incredulity was duplicated. In response to the expressman's imperious summons the door was opened by a slim woman with household drudge stamped legibly all over her. She shook her head at the big box: "I guess you've made a mistake, haven't you?"

The man glanced at the big box too. Not if your name is Mrs. Susan K. Lamdin and this is 650 North Pearl street, as I take it to be."

"That's me," Mrs. Lamdin admitted, adding anxiously. "Prepaid?"

"Sure! All you got to do is to sign your name right here."

He offered his dingy book. She signed her name right there, opened the door wider to admit the mysterious box and closed it on the empty-handed expressman. Then she stood and stared. Three more pairs of eyes were quickly focused on the big box. From the owner of one pair came a practical suggestion: "Let's open it, ma." An open jackknife flashed into readiness. "I'll cut all them knots in a jiffy."

Mrs. Lamdin sternly interposed. "You'll cut nothing, John Lamdin. There's a lot of good, strong, brand new twine knotted about that box. It's worth saving. Wait until pa comes in from the store, and he'll untie every one of those knots if it takes him all day. That's his way."

"Yes, but the insides?" three young voices clamored.

"Can wait. I don't see 'perishable' marked anywheres about."

Jessica was for sending Johnnie to the store to hurry pa up. Lou advocated applying their own fingers and teeth to the obdurate looking knots. With unfeminine lack of curiosity Mrs. Lamdin repeated, "Wait," and returned to her sewing machine.

A period of torturing inactivity followed. Mr. Lamdin kept a meager little stationer's shop, eking out a limited supply of stationery with cigars, chewing gum and other like allurements for a constituency not conspicuously bookish. Business must have been better than usual that day, or perhaps it only seemed so to the young Lamdins in view of that box and those prohibitive knots. At last!

The last stubborn knot was loosed, and while pa thriftily coiled the long piece of twine into a compact hank the whole family fell upon the opened box with a mighty rustling and flapping and tearing asunder of manifold sheaths of white tissue paper.

"Silk!" screamed Jessica as the sheen of something that was not tissue paper

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came to light. An excited tug by Johnnie, a frantic grab by Louisa and there came to light a superb brocade gown glistening with jet and all the other ap-purtenances of a perfect garment.

"Gee whiz!" said pa, recovering from his trance of awestruck admiration.

"There's a note pinned to the waist-band," said Mrs. Lamdin, affecting a composure she was far from feeling. She unpinned it and read aloud: "Dear Susan—We send you in this a brocade dress poor mother had made for sister's big reception, but never got to wear. She was taken off suddenly with pneu-

from a household drudge into a fine lady.

Her husband beamed upon her.

"Why, Sue, you look as purty as you did the day we were married."

"But the things that have to go with it!" she sighed. "I can't wear such shoes as those." Out from the brocade she thrust a rusty worn shoe.

"I reckon some of the shops down town carries shoes big enough for you and fine enough for the brocade." Pa was distinctly reckless in his joyous mood.

Jessica was gravely considering her mother's carelessly coiffed hair. "And,



HROS. F. C. ILER AND J. LEBSCH, DIV. 134, LOOKING FOR GAME IN THE ARIZONA MOUNTAINS.

—Courtesy Bro. W. J. Phares, S.-T. Div. 134.

monia. As we remembered how near her size and figure you were we thought we would like you to have it. Your affectionate cousins, Jane and Frances Stewart."

Mrs. Lamdin cast a sober look at the family group. "Poor Aunt Sue is gone. I was named for her."

"It's awful sad, ma." Jessica tried to look her grief stricken part, but failed. "Now you can go to Sophie Toanish's wedding. You said you'd like to, but didn't have anything to wear to a church wedding. Try it on, ma." "Try it on, ma," came from every throat, and Mrs. Lamdin retired to the next room, whence she emerged transfigured

ma, you can go anywheres bareheaded now. I saw old Mrs. Butt on Main street yesterday without a sign of a hat on her head."

"Well, then, I just won't, Mrs. Butt or no Mrs. Butt. And gloves—I've got nothing."

But there was no question in the family mind that Aunt Sue's brocade had been sent by special providence for the Toanish-Scruggs wedding. A family council, not entirely free from anxiety, was held. The day came.

The center of an adoring group Mrs. Lamdin stood arrayed. From the crown of her white chip hat with its lavender ribbons and bunch of violets to the tips;

of her patent leather Oxford ties she was flawless.

Pa voiced the family sentiment.

"Sue, you are a corker. I wish I could dress you that way all the time. And don't you walk up that church aisle like you stole those duds and was afraid the sheriff was close on your heels. Why, this is the first time your own kids have ever seen you look like yourself."

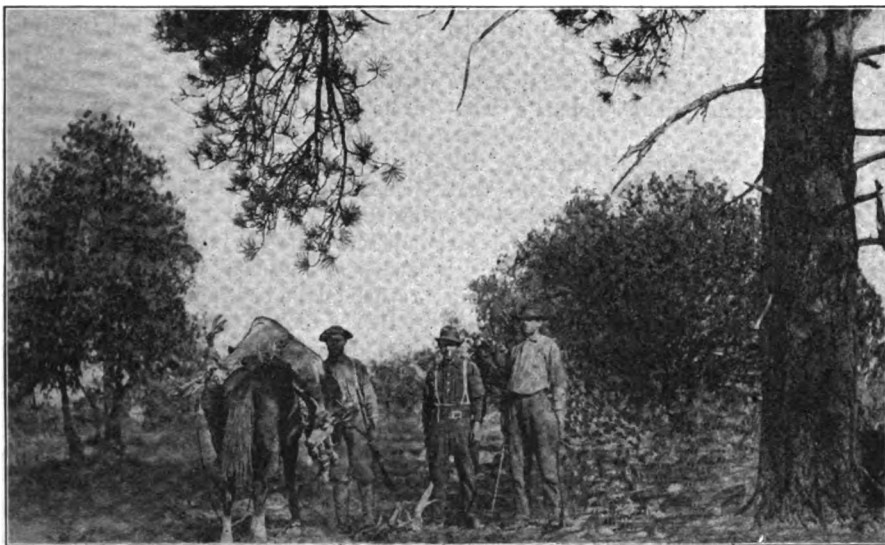
With the pretty blush evoked by family plaudits still on her cheek Mrs. Lamdin walked bravely up the church aisle and took her seat inside the white ribbon. Wasn't Sophie Toanish's mother

making! I've always told Mr. Hibbard he was too easy going."

An awestruck gurgle from the secretary. "And her hat was the swellest thing. My husband is called a prosperous merchant, but I couldn't begin to wear such a hat."

"And her gloves—spick span new white kids. Lamdin certainly must have struck it rich."

"And it hasn't been two weeks since I went there to collect her quarterly dues for the Associate Charities, and she told me she would bring them to me as soon as ever she could raise them.



BROS. J. A. GRAY, E. B. SYLVESTER AND F. C. ILER, DIV. 134, ON A DEER HUNT IN ARIZONA.

—Courtesy Bro. W. J. Phares, S.-T. Div. 134.

the sister of her Sister Ann's husband?

The afternoon after the wedding the ladies' literary club of Marysville met at Mrs. Hibbard's. Mrs. Lamdin did not belong to it. She was too busy a woman for functions of a purely social complexion. The wedding had been well thrashed out as a topic when a question was sprung.

"But did anybody see Mrs. Lamdin?"

To which came promptly the acid response: "I didn't see anything else. Such a brocade as she had on would about lift the mortgage my husband holds on her husband's store. It didn't cost a cent under \$7 a yard. And then the

I do believe in consistency if I don't believe in anything else."

Then the gavel came down, and Mrs. Lamdin had to give place to a discussion on the architecture of French chateaux in the middle ages. The Toanish-Scruggs wedding had become a matter of ancient history when pa, first making sure that all the children were safe abed, turned an anxious face on ma. "Sue, Hibbard's threatening to foreclose. I can't think what's come over him. He's always been so friendly and patient. But to-day he was downright short with me."

Mrs. Lamdin's blue eyes flashed angrily. "I know what's the matter with him, Joe. It's that brocade."

"That brocade!"

"Yes. Mrs. Hibbard like to have bored me through after the wedding, smiling so sweet when she said I quite outshone the bride."

"Well, you weren't beholdin' to any of them for the shine," said pa, hotly.

"No, but she's behind that foreclosure threat, you bet. And I have had my turn today, too, Jo. You know I'm paying for the girls' piano on the installment plan. I am a little behind, but Mr. Wicks told me not to fret. He was here today and told me that unless I could pay \$15 down by Tuesday next he would have to remove the piano."

"What's bit him? I thought he was real friendly."

"That brocade's bit him. Mrs. Wicks sat right behind me at Sophie's wedding."

Pa's face was full of disgust. "I'll be dogged! And do you reckon that brocade is sticking in the craw of the coal people too? They dunned me for the first time in history today."

"Certainly. And when I sent Johnnie to Dr. Bailey this morning to have that tooth taken out he told the child to tell me he would be glad if I could make it convenient to pay my little bill."

Pa groaned. "And I was just fool enough to think seeing you look so trig would help me in the shop. It looked like we was prosperous."

"Looking like you are prosperous when you are not, Joe, don't help anything along. But don't fret. I'll just have to take in dressmaking and stop the ice, and we'll stave off the foreclosure all right."

Things were at their lowest ebb under the Lamdin roof on the day when Jessica appeared before her mother with a face full of dismay. "Oh, mother, that miserable calf Billy has chewed a whole width out of your beautiful brocade! It must have fallen out of the upstairs window."

"Let him chew," said Mrs. Lamdin with grim stoicism. The machine whirred on.

"But, ma, he's ruined your beautiful brocade!" Jessica shrieked.

"Let him ruin it." The machine whirred on.

Jessica turned away to report to Lou that "ma has certainly gone queer." On her way in search of Louisa she encountered Johnnie. With a tragic face he extended toward her a crumpled black object, which she stared at unrecognizingly. "Well, and what is it?"

"One of ma's wedding shoes," Johnnie gasped.

"Her beautiful patent leather Oxford ties?"

Johnnie grinned nervously. "'Tain't much of a beautiful patent leather Oxford tie now. I'll have to kill that dog Bengy before I can teach him anything. I found him out in the back yard playing with it, and when I ran after him to get it he played like he does when I throw sticks for him to bring out of the water and pitched it right into the pond. I fished it out and put it under the kitchen stove to dry, aiming not to let ma know, and that's the way it was done. Take it in and show it to ma, you say? I'd heap rather take a beating."

But he took Jessica's advice valiantly. Mrs. Lamdin was still at the machine when he made his trembling announcement: "Mummie, something terrible's happened to your wedding shoes. Bengy stole one of them and flung it into the pond."

"Let him fling."

"But I fished it out and put it under the stove to dry, and it got all shriveled up."

"Let it shrivel." The machine whirred on.

Jessica and Johnnie retreated with frightened faces. Ma had certainly gone queer.

They told their tale of woe to Louisa. "Now there's nothing left but her hat and gloves. And she did look so cute that night. Let's take care of the gloves, at least." Together the three, loving and sorrowful, mounted the stairs to their mother's bedroom. "I know where she put them," Johnnie triumphed. "I gave her my empty Christmas candy box, and she put 'em in it the day after the wedding."

"Candy box? Mice as bad as they are

in this house?" With a jerk Louise pulled out the top drawer of the bureau. The wreck of a pasteboard box confronted her. With trembling fingers she drew out a thumbless right hand glove and a left with mutilated wrist.

"Now, who's going to tell her?" Jessica moaned.

"I am," said Louisa, taking the wrecked gloves with her in evidence. To her statement, "Ma, the mice have nibbled your wedding gloves into holes; I knew the mice were taking this house," Mrs. Lamdin gave a glance at the gloves. "Let them nibble." The machine whirled on.

"Now there's nothing left but your hat," Jessica moaned.

The machine stopped whirring. Mrs. Lamdin's face cleared up. "Nothing left but the hat. Johnnie, go bring my wedding hat here."

The strange command was obeyed. Ma had gone queer, and it wouldn't be safe to cross her. When it was in her hands Mrs. Lamdin held her big shears suspended over it.

"My children, listen to me, and if you live to be a hundred years old, don't forget what I am saying to you now." Swish! The bunch of violets lay scattered on the floor. "For once in my life I sailed under false colors. It was when I wore Aunt Sue's brocade and bought things to go with it I could not afford." Swish! The lavender ribbons came off the hat in a shining streak. "Don't ever be tempted to dress beyond your means." She shook the ravished hat very much as Bengy must have shaken her Oxford tie. I'll put a plain blue band about it, Jessica, and you can have it. But, as for me, if I go barefoot and tie my head up in a towel when I go to church I'll never be cajoled again into sailing under false colors. I feel like a free woman at last. I couldn't stand up in the pulpit and say: 'Brothers and sisters, this dress was given to me. I sold my yearling heifer calf to pay for the bonnet. I pawned my violin for the glove and shoe money.' I just made a fool of myself generally on account of Aunt Sue's brocade. Children, take warning from your mother."

And the machine whirled on.

Grandma Turner's Beau.

BY CLARISSA MACKIE.

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Miss Doxie Turner opened the door wide to admit the bulky figure of her neighbor.

"My land, but it's come off cold, Doxie," shivered Beulah Norton as she hovered close to the warm kitchen fire. "I thought my knitted shawl would be plenty warm enough, but it seemed like I had nothing on."

"Sit down, Beulah, here's my rocker. Don't you want some hot spiced cider? I was just going to fix some for myself." Miss Doxie brought a jug of sweet cider from the cellar and poured a quantity into a stone pipkin and set it on the stove to heat. She added some nutmeg and ginger and stirred it carefully. When it was hot and steaming she poured the cider into two large china mugs and brought out a plate of doughnuts.

"When I passed the old Bunderman place the wind was howling in those locusts fit to drive you crazy. I wonder at Howard wanting to go back there to live again." Beulah watched Doxie's startled face with furtive eyes.

"I didn't know Howard had come back, Beulah. I thought he was settled in Omaha."

"So he was, but—you know Lucy died most a year ago and left him with those two little girls on his hands. I guess he found it hard work doing for them and keeping at his job, too, so he came east a few days ago, thinking Estelle would take care of them so's he could get work in the shipyard. She's lived alone there so much I guess he thought she'd be glad to have him back home again."

"Didn't he know she was married?" asked Doxie curiously.

"No more than any of the rest of the village suspected it might happen. Captain Lees, he's been real mousy about courting Estelle, and then their streaking off to the city and getting married last Saturday was the biggest surprise Fernville ever had. 'Twasn't like a boy and girl elopement—you expect that—but Estelle Bunderman and Captain Lees are both over forty, and, nobody



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cared whether they ever got married or not."

"Who's taking care of the little girls?" asked Doxie rather diffidently.

Beulah reddened and for the first time appeared flustered. "I am," she said bluntly.

"You are? I didn't know you cared much about children," remarked Doxie slowly.

"I don't especially, but I have plenty of time, and ma said we might as well help Howard out till he got a house-keeper. You can't guess what that young one's called!" she repeated.

"I can't guess unless it's after Lucy's Aunt Hyacinth Moore," suggested Doxie, rising to her slender height. "I remember when Lucy and I went to school together she used to think her aunt had the loveliest name in the world."

"She wasn't named after her mother's Aunt Hyacinth Moore," mimicked Beulah, rather crossly. "Lucy Bunderman was awful tender hearted, and I guess her—conscience kind of bothered her the way she'd acted toward some folks, so she named the second little girl after one of her old schoolmates. I must be going now. Goodby."

When Beulah's red shawl had flickered from sight Doxie turned back to the sunlit room and sat down once more.

An attack of neuralgia had confined her to the house for several days, and consequently she had not heard of Howard Bunderman's return to Fernville. Nearly every pleasant day when she went down to the postoffice she passed the Bunderman place, and whenever she saw Estelle's pale face at the door or window she would wave a hand in greeting, and sometimes Miss Bunderman would come out to the gate and chat for awhile. But she never mentioned her brother nor anything about his affairs to Doxie Turner. Indeed, no one in Fernville dreamed of repeating Howard's name in Doxie's hearing.

If they had only known, Doxie would not have minded their mentioning the name of Howard Bunderman, to whom she had once been almost engaged to be married, nor of Lucy Moore, who had

been the village belle and madcap who had got Howard away from Doxie and married him, some said, out of pure love of mischief. It was known that Lucy bitterly repented of her wickedness, for her husband did not love her as dearly as he did Doxie Turner, yet never by look or deed did he betray himself. But Lucy Bunderman knew. The postmistress said that Lucy had written a letter to Doxie once after her marriage, when she had gone out to Omaha to live, and that a letter from Doxie Turner had passed through the office in reply. That was all. Nobody ever knew what Doxie Turner thought about the matter. She always looked the same, tall and fair and sweet, with wistful blue eyes that never overlooked a duty undone.

Now she suddenly arose from her chair with a little exclamation of dismay. She opened the door into the sitting room where Grandmother Turner sat in the sunny bow window knitting furiously at a long white stocking.

Applewood logs were singing and sizzling in the drum stove, and there was the pleasant odor of cedar from the old lady's open cedar chest.

"About time you took your tonic, grandma," suggested Doxie. "I forgot all about it. Have you been lonesome in here?"

"Not a mite, Doxie. I'm too busy to be lonesome. I heard Beulah Norton's voice in the kitchen, and I was scared to death afraid she'd come in here. I can't abide her!" Mrs. Turner jabbed her needles into the wood and paused for breath. Her black eyes sought her granddaughter's face with a keen inquiry.

"What's the news, Doxie? Something's happened—your face is real pink."

"I guess it was the spiced cider I've been drinking," evaded Doxie as she moved to and fro preparing the tonic. "Beulah was real cold when she came in, and I heated some cider, and, besides, the kitchen's getting most too hot."

"What's the news?" persisted Mrs. Turner, making a horrible face over the medicine.

"You know Estelle and Captain Lees went to the city and got married last Saturday."

"Of course I know, Doxie Turner! You told me yourself! I guess I know what Beulah Norton came up to tell you." She looked narrowly at the younger woman.

"What, then?" asked Doxie defiantly.

Mrs. Turner folded her wrinkled hands and looked out of the window. "Beulah came up to tell you that Howard Bunderman had come back. I've known it ever since he came, Doxie. Somebody run in and told me when you was down to the postoffice. I feel dreadful sorry for that poor fellow. I guess he had a hard row to hoe with Lucy Moore, though I bet he tried to do his duty by her. And after she got him I guess she wasn't real happy over the way she'd treated you. They say before she died she named the second little girl after you."

"After me?" Doxie's face radiated with a strange glow. "Did Lucy name her little girl after me?"

"Yes," snapped grandmother sternly.

"'Twas the least she might do after making so much trouble all around. Lucy wanted to marry Jim Turrell, but he didn't care for her, so she got around Howard and married him for spite. She was a clever one. She fixed it so he couldn't get out of it, and first thing Howard knew he was engaged to her instead of you."

"How did you know?"

"It came direct from Lucy herself," returned Mrs. Turner with dignity.

Doxie opened the stove door and looked at the fire. The red glow shone on her sweet face and discovered her blue eyes wet with tears.

"Something else I never told you, Doxie," resumed Mrs. Turner, knitting busily. "Before Howard married Lucy Moore he came here and told me all about it. He said he knew it looked as if he was a coward and a villain, and he asked me what to do. He said he didn't like anybody but you and he'd never be happy if he married anybody else. I advised him to go and tell Lucy what he told me. He did tell her and

she said she'd rather marry him even if he didn't love her a bit, and so he did. Doxie Turner, Howard Bunderman is a hero! What are you going to give me for supper?"

"I'll cook you a poached egg, grandmother," said Doxie in a queer little tone as she kissed the gray hair beneath the old lady's cap.

"I'd like it kind of early," went on the indulgent old voice. "I'm rather expecting a beau tonight. He came last evening and talked to me through this window when you was across the street. I told him he'd better come tonight. I hope you don't mind my having a beau, Doxie! What—say?" she called after granddaughter.

Doxie turned suddenly and came back. Kneeling beside Mrs. Turner, she dropped her head against the bent little shoulder.

"Isn't it beautiful, grandma?" she whispered. "It's wonderful after doing all those things Lucy should be sorry and then name the little girl after me—after me! Somehow it seems as if I'm happier now than I was before anything happened at all. I wonder why it is."

Mrs. Turner was looking out at the red and gold sunset that crowned the short November day. "After suffering comes the purest joy, and it comes just when you've settled down to dreariness. Hark, was that the gate? Hurry, Doxie. I believe my beau is coming now!"

All Within Three Hours.

BY ELSIE B. MATTESON.

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The tide served at 2 o'clock.

Now, this may be considered a singular beginning for a story. What difference whether the hour was 2 or 4 or 1 or 6? This difference—that had it not been 2 there would have been no story.

Young Mrs. Tedford, who had been married at 18, two years before, and divorced at 19, one year before, owned a house that had been given her at the time of her wedding. On the day the tide served at 2 o'clock, not knowing any more than the reader that it made any difference to her at what hour the tide was at the flood she took a train at 9

o'clock in the morning from her mother's suburban residence at Elmwood to go to the city. She had found it both lonely and inconvenient to live alone in her own house, and she was going into town to arrange for a permanent stay with her mother. Not that she wished to live in the country—indeed, she detested living there—but she could not well help herself.

Mrs. Tedford visited a real estate agent and left an order to rent her house, furnished, then went to the house to get a few things that she needed for immediate use, put them in a bag and was going down stairs to take the 11:15 train for Elmwood when there was a ring at the doorbell.

The lady was somewhat surprised, for the house bore evidence on the outside of being unoccupied. The postman never called, nor were there supplies to be delivered.

"I wonder who it can be!" said Mrs. Tedford pausing on the staircase. She shrank from opening the door while alone in the house; but, being a curious woman, she opened it.

"Good gracious!"

The occasion of Mrs. Tedford's exclamation was seeing her divorced husband standing there, poking an envelope at her. He, too, was somewhat taken aback.

"What's become of your servant?" he asked tartly.

"I haven't a servant. I don't live here. I'm at mother's. I was just going out when the bell rang."

"Here's your alimony check. I sail at 2 and came near forgetting it. I was taking it to the postoffice and, passing the house, concluded to leave it. I supposed a servant would take it in."

He handed her the envelope containing the check and turned to go away.

"Where shall I send the receipt?" she asked.

"Oh, you can send it to the ——— hotel, London."

"If you will come in I'll write a receipt—now."

"I haven't time; the ship sails at 2. At least that's the hour the tide serves. I failed to get the sailing hour, but, hav-

ing a time-table of tides, I know that 2 is the hour."

"It won't take but a minute. Besides, it's not 11 yet. You have three hours."

He hesitated. She turned and went into the library, where stood a desk—it had been his desk. He followed her and stood looking about him at familiar objects. There was the easy-chair in which he used to read his paper and smoke after dinner, and there were the smoking paraphernalia she had given him and the pipes he had left the night they quarreled and separated. She opened the desk and, sitting down, wrote the receipt, and handed it to him. He folded it, put it in his pocketbook and turned to go.

"If you hadn't behaved so badly," she said, "I might have been going on this trip with you. You know of our proposed outing and how I had set my heart on it."

"Why don't you go with your bosom friend?"

Now, the cause of the trouble between these two had been one of those infatuations of a woman for another woman which on occasion are as much to be dreaded as a wife's infatuation for another man than her husband.

"Your foolish jealousy was largely responsible for my losing one who loved me dearly."

"I didn't come here to talk over that matter. It was settled in court. I came here to leave you your alimony."

"The court settled our case," she retorted. "You settled the matter between me and Amy."

"What do you mean? Have you got tired of her?"

"Not that. We could never feel the same toward each other after you made her a cause for separation."

"Pity you both hadn't foreseen that."

"It wasn't necessary that we should foresee it had you not?"

"Good morning!"

He started to go, but she called him back to ask him some question as to property they owned together. Then he started again, saying not unkindly:

"Goodby, Nell."

"How long do you propose to be away?"

"Till I get tired."

"That's the way I'd like to make a trip abroad—set no time for return. What places do you intend to visit?"

"I shall first run down to Nice in order to get rid of the rest of the winter."

"That will be delightful. Elmwood is awful in winter."

Not receiving any comment on the desolation of the place where she would pass the winter, Mrs. Tedford continued:

"I suppose I shall never see those lands I have always so longed to see. There's Dresden, with its Sistine Madonna; Munich, with the best modern paintings in the world. Then there is Venice, a picture in itself of a dead past and the only one of its kind. Oh, how I wish I were going!"

He went to her and attempted to put an arm about her. She drew back, but only in pretense. He encircled her with both arms.

"Why not go with me, Nell?"

"There isn't time."

"There's more than two hours."

"At what hour does the steamer sail?"

"At 2. I have a stateroom all to myself."

"But besides my packing we'd have to be married."

"If there isn't time for a marriage before we sail we can be married on the ship."

"What will mother think?"

"Never mind that. You throw what you can't get on without into a trunk. I'll go out and telephone your mother and order a carriage."

"Do you really think that we can make it?"

"Certainly. Don't take much clothing. You'll wish to get a lot of things abroad."

"I didn't think of that."

She flew up-stairs, and he hurried out.

He soon returned with a carriage and announced that he had had an interview over the telephone with Mrs. Corkle, Mrs. Tedford's mother, announcing what had occurred. Mrs. Corkle had said that she might catch a train that would take her to the city in time to reach the

steamer before it sailed and say goodbye, but it would be a close call.

The floor was covered with clothing that Mrs. Tedford was heaping into a trunk. Mr. Tedford stood over her with watch in hand, every ten minutes informing her of the hour and how much time she had. Then she informed him somewhat impatiently not to be a fool, but put the house in better shape to leave and write certain necessary letters for her. Going down to the library, he wrote the letters, then went about locking certain windows and nailing others. Having finished his job, he went upstairs again, to find Mrs. Tedford trying to close and lock a trunk that she had stuffed so full she couldn't get the lid down. He sat on it and the deed was accomplished. Then the coachman was called. He shouldered the trunk and took it downstairs and put it on the box.

Now, it happened that Tom Maloney, alimony clerk, saw Mr. Tedford getting into a carriage with a lady and heard him tell the coachman to drive to an ocean liner. Maloney knew that Tedford had not paid his last installment of alimony and, thinking to make something out of getting it for the deserted wife, took another carriage and followed. It was then half past 1 o'clock and several miles to go. The Tedford carriage was moving lickety split when it turned into the dock house, and up the street appeared Maloney's rig coming at the same gait. Just behind Maloney's came another coach—evidently in a hurry. It contained Mrs. Corkle.

"Stop that man!" shouted Maloney to a policeman. "He's going abroad without paying the alimony due his wife."

Mr. and Mrs. Tedford were stopped at the gangway. Maloney jumped out and confronted them.

"Fork over that alimony," he said, "or I stop you going."

Men began to remove the gangplank.

"There's no time to lose in explanation, Nell," said Tedford. "He'd swear we were eloping or something. What did you do with the envelope I gave you?"

"It's here in my bag."

Opening a little bag she carried on her arm, she took out the check Tedford had given her three hours before and gave it to Maloney. At that moment Mrs. Corkle sprang from her carriage, embraced her daughter and kissed Tedford. The pair then went on board.

The closing scene of this comedy was Mr. and Mrs. Tedford leaning over the rail waving to Mrs. Corkle, tears running down the cheeks of both mother and daughter. As for Tedford he looked as if he had been awakened from a dream.

The same evening the couple were remarried by a clergyman passenger, but there is nothing dramatic in that.

A Donkey Engine.

BY EMILY SEWELL.

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Why is it that the most important step in life, marriage, is often decided at hazard? Perhaps it is because everyone considers marriage a lottery. At any rate, an impatient word, a flower given in the nick of time, a misunderstood sentence, a smile, will often determine whether Molly is to marry Tom, with a happy life before her, or John with misery and final divorce.

Margaret Lee, though still young and comparatively inexperienced, was born to a natural insight into such matters. Where most young ladies give their hearts in return for a compliment, she looked for something more enduring. She was wiser even than this. She knew that she could not forecast what her fate would be with any man. Tom might be one of nature's noblemen, but he might also be a poor provider. John might be narrow-minded and selfish, but might bestow upon her wealth and honors. Margaret realized that she must take her chances.

Miss Lee's choice gradually narrowed down to one of two men. Her Tom and John were Pope Armstrong and LeBaron Brown. Armstrong represented what has been said of Tom; he was especially interested in his own career. Brown was, in some respects, typified by John. He was a noble fellow, but was regarded

by his friends as full of fine impracticable impulses and a born gambler; not a gambler in the narrow but the broad sense. Both wanted Margaret, and Margaret wanted one or the other of them. Her judgment said Armstrong, her inclination favored Brown.

One evening Armstrong went to see her and used very excellent arguments why she should marry him. He was getting a good salary, with prospects of a better. He was putting aside 30 per cent of his income and already had a nest egg laid up that was paying him a good interest. "I am going for houses and lands," he said, "and you know that this is no vain boast, for I have already done the hardest part of the work. I have got the first thousand dollars."

Margaret's head, if not heart, was won. She remembered that Brown had recently loaned a friend \$500, that he never expected to see again. Would she not better settle the matter between them now, and in favor of Armstrong? She would if she could, but she could not.

"Come tomorrow evening," she said, "and I'll try to give you an answer."

"I'll tell what I'll do, Margaret," said the wooer. "I'll come tomorrow evening and we'll flip a coin to decide whether you marry me or not."

"Very well," said Margaret, in a tired way.

The next day she met Brown on the street, and he walked home with her. They had so much to say to each other that they couldn't say it all before reaching her house, so Brown went in.

"Margaret," he said, "I have no doubt that you can do better by marrying someone else than me. But my argument is this: You must take the risk anyway. Why not take it with the man you love? Besides, some men are capable of being made by a wife. You would undoubtedly have a hard time with me, but you're a level-headed girl, and that's the kind I need. I'm a donkey engine, and, you know, an engine can't run itself; it must have an engineer."

Margaret was so influenced by this argument, especially since her heart was enlisted, that she promised the young man that if something—she wouldn't tell

what—turned out the next evening a certain way she would marry him. Brown showed that when interested in a subject he had a lot of hang on to him, for he never gave up till he drew the information out of her that she was to decide his rival's fate by the spinning of a coin. Then he refused to let go until she had agreed to give him an equal chance. She consented that he should be present the next evening and the coin should decide between him and Armstrong. The coin would be spun as a bit of pleasantry, but it was understood that whichever man won, won in earnest.

The advantage was all with Brown because he knew of the game to be played and had a day in which to prepare for it. One may say that in such an affair there is no preparation to be made, or if any is possible it is dishonorable.

But while Armstrong had the steadiness of a planet revolving in its fixed orbit, Brown was a man for occasion. While he had noble impulses, he did not allow them to run away with him in the matter of the girl he loved. All's fair in war and love is a principle of nature. During the evening he spun coins on a smooth table top till midnight. Before he had finished he had discovered how to make them fall on whichever side he chose.

The next morning he telephoned to his employer that he would not be ready for business that day and had no excuse to offer for his absence. "Very sorry to lose you, Mr. Brown," was the reply, "but you needn't come tomorrow; your place will be filled."

It may seem singular that a man struggling to get a wife should give up the income on which to support her, but Brown argued that he couldn't get the wife and keep the position. He possessed the faculty of deciding between the greater and the lesser. He needed all of the day to continue his preparations for the game he was to play in the evening. If he lost there was no recovery. If he won he had a lifetime in which to secure another position.

When the evening for the trial came Brown had used up in preparation every moment since he had parted with Mar-

garet the day before, except eight hours for sleep. It was not that he dreaded failure, but detection. If he were caught introducing loaded coins for the spinning he could not tell just what would be the result. He might lose the girl. He certainly would incur the contumely of his rival, and his action might prove ruinous to him. But nothing troubled him except the possible loss of the prize.

Brown called late enough to give his rival an opportunity to get in before him, then entered as though he had merely dropped in casually. Armstrong looked annoyed, and Margaret appeared to be very regretful of having drifted into the position she occupied. The three with difficulty kept up an embarrassing conversation for half an hour, when Armstrong, giving Margaret a knowing look, proposed to decide a question he had raised by spinning a coin. He had invited her to go to the theater with him, and she seemed to be in doubt what day to set for the purpose. His proposition he intended for an introduction to the trial that was to decide his fate with Margaret. The night for attending the theater having been settled, Brown proposed some other way of amusing the trio by coin spinning. Margaret wore an American Beauty rose in her hair, and at last Brown proposed to Armstrong to spin a coin for it. Margaret consented and Armstrong won the rose. Then Brown spoke.

"Mr. Armstrong, there is a prize we both desire, though I can't say that either will possess it. I shall not name it. You are perfectly aware of what it is. I will spin a silver half dollar for it, best three out of five."

Armstrong looked at Brown and understood. Then he looked at Margaret and saw that, while she did not approve, she did not forbid. They had been playing with a coin that Armstrong had taken from his pocket. Brown picked it up and said: "We will begin with this half dollar; spin it twice; I will then furnish one which we will spin twice; then we will spin one belonging to Miss Lee."

Placing the coin under his forefinger, He asked Armstrong, "Heads or tails?" Armstrong chose heads, the coin was

spun and Armstrong won. The next spinning was by Armstrong, who lost. At the third test Brown declined to substitute his own coin, but won. Brown lost the fourth test, making a tie. He then asked Margaret for a coin, which she gave him.

All three knew what was at stake. Armstrong was composed outwardly, but excited inwardly. Brown showed no emotion whatever. Margaret was drawing long breaths, and her color was leaving her. Brown called upon her to spin the coin. She consented, and Brown won, gaining the best three in five and the prize.

Armstrong's eyes flashed. Taking up the coin he examined it critically.

"Would you accuse me of cheating?" asked Brown.

"All's fair in war and in love," was the dogged reply.

"So I thought till I sat down for this test, when my conscience told me that an unfair advantage is dishonorable in any event. I am an expert at coin spinning, if I may use my own coin, as I will show you. In this contest you furnished the coin which tied us, while Miss Lee furnished the one that decided between us. Now I will show you that with my own coin I can win every time."

Taking a silver half dollar from his pocket, he called on Armstrong to choose heads or tails and spun it, and Armstrong lost. Brown repeated this seven times, winning every time. Armstrong took up the coin and examined it carefully, but could see nothing unusual about it.

"Is it loaded?" he asked.

"No," replied Brown. Taking a small magnifying glass from his pocket, he asked Armstrong to examine the coin with it. Armstrong saw that the edge of the milling on the head side had been filed smooth. This would naturally cause the coin to sink "head" side down.

"Let us try it again," said Brown, "and see if tails will always be up. He did so, and, contrary to expectation, head was always up. Brown then showed him that the coin had been filed on the tail side. He had changed coins without their knowing it.

Armstrong arose and, concealing his

chagrin as well as he could, bowed politely to both of those he left behind and withdrew.

The moment Margaret was left alone with the man who had won she threw herself into his arms.

"You could not do it, could you?" she exclaimed impulsively.

"No," he said. "I couldn't."

"But you intended to do it?"

"Yes, I did. It seemed that I couldn't take any risk in this one matter. I spent a whole day in making preparations to win and gave up my position to gain time for the purpose. So you see you are to be possessed by a man who is"—

"Never mind. I am possessed by the man I want."

Brown became a successful and distinguished man, with whom his wife was happy and of whom she was proud. But he always said she was his engineer.

Driven to Wedlock.

BY ADDISON HOWARD GIBSON.

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Alf Bennett was sitting at his desk making up copy for the *Chicago Times* when the postman entered and carelessly tossed him a letter. Alf was somewhat new to the business, and his shabby suit and rusty shoes gave evidence that his checks, "like angels' visits," were few and far between. Yet in spite of this there was an open, honest expression on the man's face that inspired confidence.

He picked up the letter, tore it open and began reading:

LOS ANGELES, CAL., June 20, '01.

Dear Nephew—When you read this I shall be in my grave. My Arizona mines have brought me considerable wealth, and my lawyer will inform you that I have made you my heir, but on one condition—that you marry May Grayson, daughter of the man who gave his life to save mine when the Indians attacked the camp twelve years ago.

May is heart free as yet, and I have reason to believe you are the same.

My lawyer, F. B. Goodfriend, will arrange for you to meet her. Inclosed is a check for \$100. Come to California immediately. Your uncle,

DANIEL T. ROCKWELL.

"Hang it!" he ejaculated as he surveyed the situation. "I'd like to know how it would seem to be a rich man.

Of course anybody would. But why didn't he marry some nice woman himself and have a family of his own to leave his money to? That would have left me out entirely. But—oh, plague take that condition!"

Thinking there might be, after all, some modifying clause in the will whereby this annoying feature could be avoided, he arrayed himself in a new suit, bought his ticket and left Chicago by an early train.

Arrived in Los Angeles, he immediately sought the office of F. B. Goodfriend and introduced himself as Alfred D. Bennett of Chicago, nephew of the late Daniel T. Rockwell.

"Glad to meet you, Mr. Bennett! Take a seat, and we will talk matters over."

"There is one feature of my uncle's will that gives me a good deal of annoyance," remarked the young man, seating himself near the lawyer.

"Which one is that?"

"The one obliging me to marry a girl I have never seen. It is perfectly ridiculous!"

The lawyer laughed till his fat sides shook. "Why, that's the best part of the whole will!"

"The worst part, you mean," said Alf desperately. "But isn't there any modifying clause? There surely must be."

"No, there is none until you have tried and failed to woo and win the lady of your uncle's choice."

"I don't suppose the young lady likes the situation any better than I do."

"I don't know that she does, but Miss Grayson had a daughter's love for your late uncle and humored all his vagaries," returned the lawyer, trying to hide his amusement at the young man's irritation.

"Look here, Bennett, come and sit down and we'll talk business. I admit, if you please, the singularity of the condition, though it seems more unaccountable to you than to me. But you would like the money your uncle has left? Now, frankly, wouldn't you?"

"Of course I would."

"That's honest, and I respect you for the admission. Now, listen. You have

never met the girl. Who knows but an acquaintance may prove satisfactory to both? At any rate, you two must meet. The will specifies that. Miss Grayson is spending the summer with her aunt, who owns a large olive orchard about sixty miles from the city. I am an old friend of the family. Leave it all to me and I'll arrange a meeting. You can then tell whether the condition is entirely obnoxious or not. What do you say, young man?"

"I'll do as you advise," replied Alf, who, having cooled off, was making an effort to view the affair in a business light. "It won't do any harm to see the girl."

Three weeks later Bennett took the morning express out of the city, bound for the little station sixty miles distant. Arriving there, he was disappointed to find no conveyance awaiting him and was just starting for the little hotel, the only one that the place could boast, when a buggy came rapidly up to the station platform and stopped.

The agent hurried out to meet the driver, who was a slender young girl, beautiful as a wild rose, with full dark eyes and a wealth of hair that seemed to reflect the warm sunshine.

"Did Mr. Bennett come on the train, do you know?" she inquired in a sweet clear voice. "Mrs. Grayson sent me to meet her guest."

"I am Mr. Bennett," said the traveler, stepping forward and lifting his hat to the fair driver.

"I have come to drive you to Mrs. Grayson's," returned the girl.

"Thank you." And he sprang in lightly and seated himself by her side. "Do you wish me to take the rains?" he asked.

"Oh, no, thank you! Billy objects to strangers," she replied.

"Too bad I have put you to the trouble of coming so far, though," said the young man, stealing a sidewise glance at the lovely face so close to his own.

"I don't mind the drive at all. Besides, I was almost obliged to come," she admitted with charming frankness. "I hope you are going to enjoy your visit, Mr. Bennett. I know mamma and

May will do all they can to make your stay pleasant."

"So you are Miss Grayson also? I didn't know there were two Miss Graysons."

"Yes, two May Graysons. But I am commonly called Mazie to distinguish me from my more dignified Cousin May."

Two May Graysons! It was strange that Lawyer Goodfriend had not mentioned that fact to him before he came. "Mazie! She is a perfect little bundle of sweet mystery," thought Alf. "If the May Grayson referred to in the will is but half as bright and winsome as this girl at my side I won't find it such a hard matter to live up to that condition after all. And yet I don't know that I really want to live up to it now that I have seen Mazie."

Mr. Alfred Bennett found a very cordial welcome awaiting him at the pleasant home of Mrs. Grayson. May Grayson—the May—was a nice looking, stately girl of twenty-one, with a beautiful crown of nut brown hair and clear, expressive gray eyes. She was bright and intelligent, and he was forced to admit after an hour spent in her company that there was nothing of the mining camp style in her manners. He liked her very well, too, and might have fallen in love with her if he had not met Mazie first. Bright, merry Mazie! She charmed him more and more as days and weeks went by. And yet she studied to avoid him in every possible way, and she succeeded almost always in forcing him into the company of her cousin, thus escaping any marked attention he might wish to pay to herself.

But this scheming on her part did not lead young Bennett to bestow any warmer affection on Miss May. Ere long he made the discovery that his life would be an intolerable failure if he was obliged to live it without Mazie. The struggle between this love and the desire to gain possession of his deceased uncle's wealth was over, and as he arose one morning he announced to himself.

"May Grayson may have half the money and the orphan asylum the other half for all I care! I'll be true to the

love that has crept into my heart I'll marry Mazie if I can win her. With her by my side I shall be brave and strong enough to earn my own wealth."

Having thus decided in his own mind, the young man set out for a stroll through the pretty little meadow.

Suddenly he came upon a tiny figure in white. "Out for a morning constitutional, Mr. Bennett?" she inquired. "It is an ideal morning, as Cousin May would say."

"You are always thrusting 'Cousin May' at me," Alf returned, with some slight irritation. "But it is you I wish to speak with this 'ideal morning.' I am going to leave tonight, and I must say something to you before I go."

"We'd be sorry to have you leave us with anything burdening your mind, Mr. Bennett."

"You know, I suppose, why I came here?"

"I believe so," she said.

"Well, I want to inform you that the condition in my uncle's will can never be complied with now."

"Is that so?" came from her lips in feigned surprise. "It will be such a pity for you to lose the fortune."

"Yes, but I have learned that there is something better than riches. It is love. Mazie, I cannot begin to tell you how tenderly I love you. I want you to be my wife."

"What! After all the attentions you have been showing Cousin May?"

"You are responsible for those attentions. How else could it be when you persisted in throwing us together so often?"

"I think you are very fickle."

"No; I am very constant. I haven't ceased loving you a single minute since I first saw you. Can't you love me just a little, Mazie?"

"I'm afraid not."

"Won't you try to love me, dearest?"

"I don't need to try, Alf," she replied, looking up into his face with a shy smile.

"You sweet deceiver!" he cried, catching her in his arms and pressing her to his heart. "You were fooling me all the time."

"Yes, for, much as I was growing to love you, I resolved not to let you know," she said, freeing herself from his arms, "because you see— Oh, there is Mr. Goodfriend!" she cried, rushing forward to greet the lawyer, who had come unannounced.

"Oh, I saw it all, children," he said, shaking hands first with Mazie, then with Alf. "I didn't cover my eyes. I came unexpectedly on the night express and got here in time for breakfast. Mrs. Grayson told me I'd find you both down by the meadow. I arrived in time to see that you two have come to an understanding."

"Yes, sir," said Alf decidedly. "I've concluded to enjoy love in a cottage with Mazie rather than take Miss Grayson with all my uncle's money."

"Love in a cottage! Oh, the refreshing youth!" And Goodfriend broke into a hearty laugh, in which Mazie could not help joining. "Pardon me, Bennett," said the lawyer, wiping the mirth shed tears from his eyes, "but you are the victim of your own blunder."

"Blunder? I don't understand you, sir," said Alf.

"Of course not!" And the lawyer went off into another convulsion of laughter. "This sprite, whom you took to be the daughter of Mrs. Grayson because of a pet way she has of calling her 'mamma,' is the true May Grayson referred to in your uncle's will."

One month later the "annoying condition" in the will was complied with.

The Black and White Bill.

BY HOWARD FIELDING.

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Morton Strickland entered public life by way of the New York Assembly. He had been lured into politics in a previous campaign, where he seemed to perceive a moral issue and had greatly assisted in the election of a man who subsequently proved to be a knave. Strickland was a big, handsome fellow, with the voice of a trumpet and a sharp wit; his crisp phrases caught the ear and were remembered and repeated; he could pin a charac-

terization upon an adversary so that it would stick.

But Strickland was not favored by "the machine" and would never have been nominated except in one of those emergencies in which it is necessary to name a clean man on the normally dominant side in order that the minority may not accomplish a political upheaval.

It is doubtful that there ever was a man more thoroughly disgusted with the general principle of what is called "graft" than Strickland. In his private affairs he had been poisoned by it, smothered in it, and he had come to a furious belief that the only proper way to treat a grafter was with the toe of the boot. The bare mention of a bribe excited in his mind the idea of personal violence.

His chief inheritance had been a share in a lithographing establishment. The elder Strickland had been a partner in this business, but in the last of his life had withdrawn from active management because of ill health, and the affairs of the firm had fallen into a very bad way. After his father's death Morton Strickland tried to do something for the business. He went into it with unbounded enthusiasm, but small experience, and for a time he suffered from a great perplexity. There was an inexplicable reason why nothing could be done. It took Strickland more than a year to discover that the whole establishment from top to bottom was honeycombed with bribery; everybody in it was either the beneficiary or the victim of some form of graft.

When Strickland came to realize that this was the business which had been in part his father's he could have wept with rage and shame. He made a fierce and futile struggle and was finally forced to sell his interest upon very disadvantageous terms, for he was dealing with seasoned tricksters, and they had the upper hand of him.

One result of this experience was that he took up the study of law, for he had been worsted partly through ignorance of his own legal rights. He had just been admitted to the bar when he was elected to the Assembly.

There was in Albany a man named Leroy Wendell, who had been a friend of Strickland's father, though considerably his junior. He was in a quiet way of practice, lived modestly and seemed to find his pleasure in his home, in good books and the company of cultivated people. He offered Strickland the freedom of his office, the use of his library, and the hospitality of his home whenever the young man should care to come.

At the first glance the Wendells' style of living seemed to savor of the miserly; their house was small, they kept but one servant, and the simplicity and openness of their economies had an air of something very near to affectation. Mrs. Wendell and two daughters completed the family. The elder of the children was her father's stenographer; the younger was still at school. A high average of personal beauty distinguished this family.

Strickland's first feeling was of interest, a mere sense of pleasurable novelty which developed into admiration. An uplifting influence took hold upon him in that house. When he turned toward it of an evening the day's evil seemed to fall away from him, and he left it always with good thoughts. Love sprang up like a rose in a garden. He was in love with Laura Wendell.

About this time there came a sort of crisis in Strickland's personal affairs, and he was threatened with considerable loss. The details are unnecessary here. The difficulty grew out of the sale of his interest in the lithographing business. He had, in effect, invested some of this money, before he had received it. His former associates were delaying payments, but his own that he agreed to make could not be put off without danger of the loss of all. In this emergency he consulted Mr. Wendell, who advised him that he must not default in any payment. True enough, but where should he get the money? Mr. Wendell thought he might be able to help the young man in securing a loan, and, though Strickland was very unwilling to accept this favor, he eventually did so. The money was advanced by a friend of Mr. Wendell, an old lawyer now retired from practice and

supposed to be entirely disengaged from active affairs. His name was Curtis B. Connor.

Meanwhile an interesting situation had sprung up in the halls of legislation. Members were going about bright-eyed and eager, and the older ones were talking of the "good old days." It was a measure with money on both sides of it. The usual thing in these days is for the money to be on one side and the public on the other. But in this instance there was a battle of the giants, extremely doubtful in issue, and a member who desired to be "influenced" could look in either direction.

The fight centered in the Assembly. That was where the bushwhacking was being done. Stories of bribery filled the air, but Strickland seemed to be immune. He had been introduced to a great many lobbyists, ranging from seeming respectabilities to the lowest of created bipeds; but, though some of these persons "sounded" him in a crude way, he received no direct proposition.

And in the midst of all this he was utterly in doubt as to his proper course—confused by rumors, blinded by his own inexperience with large affairs and unable to decide in which direction lay the public interest. Two powerful syndicates were fighting for and against the measure, and these, from the names of two lesser figures in the legal talent of the lobby, became known as the black ring and the white ring.

Strickland had carried his doubts to Wendell, who at first shared them, but on a certain evening the two men sat late before an office fire in the lawyer's house, and as a result of their conversation Strickland came to a decision. As a choice of evils he would vote upon the white side, for so Wendell advised him with arguments that seemed excellent.

On the second day following a little afternoon Strickland was passing through a corridor of the state house when he met a veteran assemblyman named Sturtevant Porter, a courtly, handsome man, who had treated the new member with consideration and had been of considerable help to him. Porter had taken no active part in the debate on what was

known as the black and white bill. His true attitude was unknown to Strickland, who had often been upon the point of asking his advice.

They paused for a moment's talk, and it seemed to the younger man that the other regarded him strangely; there was a certain sadness in his manner. Strickland was of a hasty temper and impatient of mysteries. It was his habit to speak straight out.

"What is the matter?" said he. "Have I offended you in any way?"

The old gentleman started somewhat with surprise at this abrupt question, and his face hardened, but in a moment relaxed into a very kindly expression.

"If you were keen enough to see that," said he, "I wonder that you have been so easily deceived in other matters."

"What matters?" said Strickland.

"I have had it in my mind to warn you several times," said the other, "but you carry your head rather high for so young a man. It seemed to me that perhaps you needed a lesson. You will vote upon what we call the white side this afternoon, I suppose?"

"Such is my intention."

"And the loan from Curtis B. Connor was, I believe, \$2,000?"

"What do you mean?" demanded Strickland, but gently, for the other's manner impressed him.

"Mr. Wendell secured it for you," said Porter. "Mr. Wendell has represented the interests that are back of the white ring in Albany for 20 years."

"I don't believe it! Why, the man is poor."

"He seems so."

"Seems? Do you know how simply he lives? Are you aware that his daughter serves him as secretary?"

"Mr. Wendell needs a secretary whom he can trust," answered Porter. "There, there! I mean no disrespect to the young lady! I know your private sentiments in that quarter. She does not see any wrong in her father's dealings; she serves him faithfully, loyally, trustfully. She is an admirable girl. But Mr. Wendell's case is not one that we can pretend about. It is well known. Ask Rockwell; here he comes,"

Mr. Rockwell was an old-time member of the Assembly, a man of great ability. Strickland rushed up to him, scarce knowing what he did.

"We were speaking of Mr. Wendell," he began.

"Yes," interrupted Rockwell, "and so are a good many other people. They are saying that he has got you fixed. Now, don't get excited. You haven't done any harm yet. Go into your committee room and sit down and keep cool. I'll send you a document that will help you think."

Strickland was dazed, and before he could frame a reply the group was increased by several men, in the presence of some of whom he did not care to speak. The suggestion of the committee room stuck in his mind. He went there, and the room being empty, he paced the floor with a wild freedom. He saw clearly enough that Wendell had duped him, and all his long cherished wrath against the crime of bribery rose up in fire to his head.

A messenger entered the room and gave Strickland a letter. It had been opened. He glanced at the envelope and saw that it was one of Mr. Wendell's and was addressed to Curtis B. Connor. It seemed right to read it, for this must be the document to which Rockwell had referred.

The letter was typewritten and quite long. It ran upon the second page and was signed by Wendell. In the boldest terms it outlined to Connor the scheme of the loan, the money really to be furnished by the backers of the white ring for the purpose of clinching Wendell's influence over Strickland and securing his vote.

Strickland crushed the letter in his hand and rushed out of the room. He went to Wendell's office. Laura was there and he put the letter into her hands.

"Read it," said he, and she, alarmed, drew out the letter from the envelope.

She read about half the first page and then turned to the second and stared at her father's signature. Then with trembling hands she sought for a notebook in a drawer and, having found it, turned the pages hastily.

"Here are the notes," said she. "Wait! I will compare them. Yes, the few lines on the second page are right; that is, the real second page. The first is a forgery. See! It is our paper! They have stolen a sheet, but the type is not the same—not to my eye. It was not done on this machine, but on one of the same make. Look at the 'm'! Look at the 't'! Compare them."

Strickland bent his attention with frenzied concentration to this comparison. Then he stood erect, his face contorted, yet when he spoke his voice was calm.

"If I had not found you here," he said, "I should have gone back to the Capitol and voted as those devils planned to make me. I should have voted against your father's advice, believing that he had tried to bribe me. There shall be a reckoning for this."

"Let me read the letter as it was," she said.

It is needless to say that its purport was entirely innocent and that it made no reference whatever to the black and white bill. All that was on the substituted first page which the conspirators had got up after stealing the original letter from Connor's office.

"I don't ask you to forgive me, Laura," said Strickland, "and I won't lie to you. I believed this miserable lie. I have seen so much evil! How can I believe in good? But wait. Porter and Rockwell shall pay for this."

"You can do nothing," said she. "They are old men; you cannot fight them physically. And what else can you do? They will deny ever having spoken to you on the subject. You cannot prove that this forged letter came from them. You can accuse them publicly, but they will laugh at you. I advise you to ignore the whole matter."

This was more than Strickland's temper would permit him to do; far more, indeed, than the girl desired, for she was as angry as he was and argued with him only to dissuade him from actual physical violence. In this she succeeded, and yet Strickland managed to pay both Porter and Rockwell in full before he was done with them. Neither of them could be elected today to be dog catcher in his

native city, for Strickland was capable of sustained animosity and had gifts of natural ability very dangerous to his enemies. But Wendell, whose reputation had been trifled with in so gross a manner, could never be led into this fight. The surface of his quiet life was not even ruffled by it. His sound good sense is an excellent background for the oppressive force of Strickland, now his son-in-law. But Wendell himself is a lover of peace and of the arts and of the hearth and home.

Capture of a Desperado.

BY GEORGE EDWARD BURNS.

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When Bunker, the noted desperado, shot up the town of Eureka, killed the cashier of Phillips' bank and helped himself to some \$20,000 in currency, being his fourth exploit in that neighborhood within a month, it was thought by the citizens to be high time something was done to stop such irregular proceedings.

Within half an hour after Bunker and three assistants rode out of town a meeting was called at the looted bank and measures taken to break up the gang. A posse was organized, consisting of a dozen citizens, and later placed under the orders of a detective who was telegraphed for and in a few hours reached Eureka by special train. Pierce Robbins, the new arrival, had captured a swindler band by stratagem, and it was hoped that he would be able to trap Bunker.

Robbins' first step was to locate the desperado and his gang. He therefore sent out members of the posse in every direction to gather information and communicate with him at Eureka as soon as any intelligence whatever was received of the whereabouts or movements of the murderers and plunderers.

Meanwhile Bunker, whose tactics after a raid were to go into hiding at some prearranged place not far from the scene of his operations, occupied a deserted sawmill in a wood. A railroad ran past the mill, though on the other side of a creek. Bunker's purpose was to keep quiet till it might be supposed that he

had reached some point many miles away, then stop a passing train and ride out of the district where he was especially wanted.

Two days after the robbery a boy who was fishing in the creek saw men at the mill. The youngster slipped down off a stump on which he sat and, unseen by the men in the mill, dodging sometimes in the water and sometimes under the bank, made his way out of the wood. He had fished there often and had never seen any one in the mill before. Everybody in the region knew of the Eureka robbery, and the boy suspected that the men he had seen were the robbers in hiding.

On the fourth day after the robbery a farmer walking along the railroad track not far from the mill met a red-headed man who bade him good morning and seemed disposed to chat, finally turning the subject to the whereabouts of Bunker and his men. The farmer told him it was generally believed that the gang had got so far away with their plunder that it was not likely to be recovered. When the two parted the red-headed man, who was one of the gang reconnoitering, went to the mill and reported to Bunker what he had heard.

It was determined by Bunker and his men to stop the afternoon train and leave the region on it. Half an hour before it was due the four men left the mill, crossed the creek, and when the train came along Bunker signaled it to stop. The engineer obeyed the signal, and the robbers got aboard, one man climbing to the engine, another to the baggage car, while Bunker and his other assistant, the red-headed man, entered the only passenger car.

The conductor as soon as the men entered the train asked Bunker what he meant by stopping the train.

"Do you suppose we were going to walk five miles to a station?"

The conductor grumbled, but the men paid their fare, and there was nothing more said about the matter.

At the next station two farmers and their wives got aboard. After a consultation Bunker sent the man with him forward with a message to the two

others. The train passed the next station without stopping. The conductor pulled the cord connecting the engine, but with no effect. Then Bunker said to him:

"Conductor, I'm in charge of this train. We're not going to do any more stopping just now, and we're going to move at full speed. You sit down there and keep quiet."

The conductor obeyed the order, but one of the farmers protested. He said that he and his wife were ticketed for the station just passed and didn't wish to go any farther. Bunker told him to shut up so fiercely that he obeyed the order at once.

The man who had gone forward came back and said something to Bunker which seemed to be satisfactory. The train was running at full speed, and the two men were evidently much pleased at their chance for escape. Each held a revolver in his hand, though no one disputed their will. One of the farmers' wives gave evidence of hysterics, while the other, appearing to rely upon being a woman, berated the robbers soundly. Her husband begged her to be quiet, while the husband of the other woman tried to keep his wife from a collapse. The few other passengers in the car sat still, not daring to move a finger. As for the conductor, he sat crouched down in a seat trembling like a leaf.

One of the farmers and his wife were on one side of the car, and the other pair were a few seats behind them on the opposite side, both being near the middle. Bunker stood with his back against the forward door, while the red-haired man stood in a similar position with regard to the rear door. The woman who had protested got up from her seat and turned it over so that she would ride backward. The robbers made no objection to this, and the husband meekly acquiesced.

The two couples were now riding face to face, one couple looking at Bunker, while the other looked at his assistant. The train was going at a furious rate, and whenever it came to a curve the robbers found it difficult to maintain their positions. After one of these

turns, with a consequent disturbance of the men's equilibrium, two shots rang out simultaneously.

In a twinkling the status was changed. Bunker sank on the floor, and his pal, who heard the glass in the top of the door behind him crack, looked vainly for whoever had fired. But a second shot stopped his observations. The farmers' wives, who had done the shooting, unbuttoned their dresses and threw them off, displaying men's clothing, while their attendants, opening the forward door, rushed over Bunker's body to the next car. One of them, stopping before the door of the baggage car, threw it open, while the other stood with a cocked revolver pointing into the car.

The robber who was stationed there, having his back to the farmers, was defenseless and obeyed an order to throw up his hands. The baggageman disarmed him, while one of the farmers went out through the forward door and climbed over the back of the tender. The engineer occupied one side of the cab, while the robber guarding him sat on the other side, both looking forward. The din prevented the newcomer from being heard, and he had an opportunity to demand the surrender of the robber, though the latter held a cocked revolver in his right hand. Crouching behind a pile of coal, the farmer took aim at the robber, then yelled at the top of his voice for surrender. The robber hesitated for a moment, but, seeing that every chance was against him, complied. Then the engineer, at a nod from the farmer, stopped the train.

We must return to the operations of Pierce Robbins. Through the boy who had seen the robbers in the sawmill he had gained a knowledge of their whereabouts. Intuition told him of their plan. Believing that they had the money they had taken on their persons and desiring that they should not have an opportunity to get rid of it, he preferred to take them while on the train to surrounding them in the mill. So he at once laid his plans accordingly.

He placed four good men, disguised, at the station on each side of the point where they would be likely to board the

train, not knowing which way they would go. Each train was watched, and the extra man on the locomotive gave away the presence of the robbers. The engineer, the baggageman and the conductor were all in the plot. No one of them was to make any resistance.

Robbins and a picked man played the women's parts. It was Robbins who made bold to protest against the action of the robbers, and it was he who when in the car with Bunker and the red-headed man had arranged and by preconcerted signals announced the attack, though it had been determined that those wearing women's dresses should fire the first shots, owing to their being better able to conceal weapons and draw them more quickly.

When the members of the posse collected in the passenger car it was found that Bunker had been killed outright and the red-headed man badly wounded. All the robbers were searched, and every package of bills they had taken from the bank was found intact. As soon as all was ready the train was backed down to the station last passed, where telegrams were sent announcing the capture, and a new train was made up to take the passengers and the prisoners to Eureka.

The directors of the bank paid liberally for the recovery of the stolen money, and the boy whose indolent amusement of fishing had led to the capture received a check large enough to give him an education.

It was not long before every one of the robbers who had been captured alive was convicted and sent for a long term to the penitentiary.

The Multiple Official.

"One cold rainy night last winter," remarked the drummer, as he wiped a string of perspiration beads from neck and face, "I was left at a small station on a western branch road to wait for four hours for the train that was to take me somewhere. There was nobody around, and I looked pretty lonesome, I guess, for the brakeman came up and tendered me his sympathy for two or three minutes before his train went back up the road."

"'Hard place, ain't it?' he said, looking around on the general dismalness.

"'Rather,' I replied; 'and worse when a man has to wait in it for four hours.'

"'Oh, well, you may have some company,' he said encouragingly.

"'Who?' and I peered about me to see if anybody had risen from the earth.

"'Well,' he said slowly, as if making a calculation, 'you'll find in the station the telegraph operator, the station agent, the baggage master, the freight rustler, the pump tender, the ticket seller, the store keeper, the accident insurance agent, the express agent, the postmaster, and one or two other officials.'

"'That isn't so bad,' I replied, and bade him good night, as he jumped for the last platform.

"Then I went into the dimly lighted station, and looked about for my prospective companions. Nobody was visible except a sandy-haired, freckle-faced man at the telegraph instrument.

"'Where are the others?' I inquired, much surprised.

"'Other what?'" he answered.

"'Why, the others the brakeman told me were here. The telegraph operator, the station agent, the baggage master, the train dispatcher, the express agent, the store keeper, the—'

"The man at the instrument began to grin.

"'What's the matter?' I asked.

"'That darn brakeman!' he said.

"'He's the only agreeable thing I've seen around here,' I put in, in defense of my friend. 'He said those men would be here until the next train comes.'

"'And they will,' said the man.

"'Well, where are they?' I asked with considerable asperity.

"The sandy-haired man stood up, and tapped himself on the chest.

"'Them's me' he smiled; 'come and sit down with us.'

"'And I did for four mortal hours.'—*Selected.*

The River Nile.

The Nile is probably the most wonderful river in the world. It has made

Egypt possible by turning an arid wilderness into the richest land in the world. It has provided at the same time an admirable commercial highway and made easy the transportation of building materials. The ancient Egyptians were thus enabled to utilize the granite of Assuan for the splendid structures of the hundred gated Thebes and of Memphis and even for those on Tunis on the Mediterranean coast.

At a time when the people of the British Isles were clad in skins of wild beasts and offered human sacrifices upon the stone altars of the Druids, Egypt was the center of a rich and refined civilization. Most of the development of Egypt was due to the Nile, which not only watered and fertilized the soil annually, but was and is one of the best natural highways in the world.

From the beginning of winter to the end of spring—that is, while the Nile is navigable—the north wind blows steadily up the stream with sufficient force to drive sailing boats against the current at a fair pace, while, on the other hand, the current is strong enough to carry a boat without sails down against the wind except when it blows a gale. That is why the ancient Egyptians did not need steam power nor electric motors for the immense commerce that covered the Nile nor for barges carrying building materials for hundreds of miles.—*New York Herald.*

Efficiency Key is Employees.

BY CONGRESSMAN REDFIELD.

"Efficiency is not merely a means of enlarging your output to give you greater profits through greater exertion by your workmen. Efficiency or industrial success should mean industrial equity, too."

Congressman William C. Redfield, Brooklyn, N. Y., a man experienced in handling men, and who after March 4 may be President-elect Wilson's new cabinet head of the department of labor, was speaking.

Redfield sees efficiency methods being introduced into shops, factories and stores from the workman's stand-

point. He believes efficiency standards should be applied to the employer rather than employee.

"The output of a shop depends more on the human factor than upon its equipment, its methods or its supervision," says Redfield. "Good machines, good methods, good management are only helps.

"The efficient manager must get rid of distorted views, such as looking at the rate of wages paid rather than at the result of wages. He shouldn't regard wages as an expense but as an investment.

"Good will is a very tangible asset for any business. But the good will of the employees is quite as valuable as good will outside the factory. If there's good will within a shop, the efficiency outside will follow. A factory will never be efficient if a large part of the workmen are looking for another job.

"Efficiency at its best is mutual. If manufacturers who were resisting the 8-hour day had employed a commission of physicians to advise them, they would have found that fatigue is cumulative, that excessive fatigue isn't always worked off in one night's rest. Physicians will tell you fatigue is a sort of a poison. Now who would be so foolish as to think that poisoned men could work?

"A great cement plant, with painful misgivings caused by arithmetic, went from the 10-hour to the 8-hour day without changing the wage. At the end of a year the plant was doing better.

"The human mechanism in a shop should get more attention from a foreman than the tools. Say this man has weak eyes. Under certain conditions they work well. Continuous strain on them produces nervous trouble which hurts the man's efficiency. Yet are you as particular about eyestrain as about the condition of the standard gauges in your tool room?

"The man has lungs—they need air. You would not run an air compressor without a fit supply. But how about these lungs? Ill health is a foe of efficiency as truly as intoxication. We are often very particular about the latter.

"Assume it is the habit to make sar-

castic remarks to subordinates when they fail and that praise is forgotten when they succeed. Is human nature going to operate for efficiency in such cases?

"The workman who is efficient always has a job. Efficiency is not something we can go out and buy."

Redfield, who was named head of the board of directors by President Cleveland when the Equitable Life Assurance Company was being reorganized, has this maxim about efficiency:

"Eternal vigilance is the price of efficiency. Every man must be his own watchdog and his first duty will be to bark at himself."—*Cleveland Press*.

Modern Unionism.

REV. CHARLES STELZLE WRITES OF THE BEGINNING.

From 1824 to 1842 the unions had been awayed by many kinds of political and economic ideals. They had passed through a period of hysteria which left them comparatively weak and non-effective. But at the end of this period they had settled down to the realities. They had been disillusioned as to the matter of social revolution. They began a campaign of education among the rank and file of their membership.

Strikes were less frequent and the more sensational prosecution of the leaders of labor was almost abandoned. The leaders, themselves, were better educated in the principles of trades unionism. A propagandist movement was inaugurated and there were many paid organizers, especially among the miners in Great Britain and Ireland. The leading feature of the trades union movement during this period was a strong resistance to legal oppression. The earlier trades unions consisted of completely separated or loosely combined local clubs each exercising a large measure of individual freedom and controlling its own funds and acting on its own initiative and in its own behalf. The Amalgamated Society of Engineers, one of the strongest unions in Great Britain, made an advance beyond this primitive form of organization. It was

not only built upon national lines, but authority was vested in the central governing body which alone had the power to call strikes. Its financial system was also thoroughly worked out through a series of benefit funds providing for protection against old age, death, sickness and accidents. It was not long before the other great trades unions were organized upon the same basis until today there exists in the trades unions in England a powerful social and benevolent spirit.

A historic incident in the development of trades unionism is what is known as the Taff-Vale decision. In August, 1900, the Amalgamated Society of Railway Servants engaged in a strike against the Taff-Vale Railway Co. This strike did not differ from many other strikes, but the general manager of the Taff-Vale company determined to fight it out in the courts. The trades union was charged with persuading and intimidating workmen to break their contracts with the railway and aiding and abetting acts of violence which together injured the railway company. The amount of damages asked were \$11,550. The corporation won its suit but the court of appeal unanimously reversed the decision of Justice Farwell. The company then appealed to the house of lords and the latter held that the members of the association, individually and collectively, were liable. The decision created consternation in labor circles where it had been commonly held that trade unions could not be sued. It was this decision of the house of lords which led the British trades unionists into independent political action in the Parliamentary elections of 1906.

Power Fatal to Popularity.

BY RODNEY GILBERT.

Power has been fatal to the public favor of the two greatest Socialist leaders in Europe in the last decade. Whether power in the abstract turned their heads or power in its concrete manifestations prejudiced their followers against their one-time associates is hard to determine.

Aristide Briand, premier of France,

and John Burns, member of the English cabinet, are the two men who once stood highest in the fitful favor of the respective populaces of France and England, and at this hour Briand is the most cordially hated by some thousands of his old supporters and John Burns is regarded with cold suspicion by the men who once madly cheered him in the streets of London.

They are both men of humble origin, they both owed their rapid rise to the clamorous plaudits of the people whom they lectured in the streets and maintained their place among the men with whom they were cast by their natural force of character and finally they both alienated themselves from the great body of the working people through their association with wealth and power. Their individual stories are fascinating histories. They are the stories of men who came from the common people and asserted the force and worth of their class until, strangely enough, they outgrew it, or betrayed it, if you like.

Aristide Briand is a Breton of Nantes, where he was born in 1862. His parents were humble in the European sense, though not poor. He is today a little man and he was always a wiry, slender, little fellow with the same thick head of black hair that he has preserved to the present day. He received a classical education and cultivated an overwhelming ambition to be a public speaker at an early age in his career. Publicity he courted. His first work in life was in the capacity of a lawyer's clerk at Nantes. While engaged in this fashion he took pains to make himself known to the working man by speaking at Socialistic meetings at every opportunity.

Then, when he imagined he had a following he founded a paper in his own town and established it firmly. No sooner had he reached what he believed to be the height of his upward growth in the provinces than he sold out and moved to Paris in search of wider fields. He became editor of *La Lanterne* and was shortly known as a living force among the laboring classes of the metropolis. During this period of hard climbing he worked hard, affected old and tattered

clothes and presented the aspect of the devoted public servant struggling for the people regardless of his own comfort or welfare.

In 1902, long after he had given up *La Lanterne* and was practicing at the Paris bar, his first recognition came. He was elected to the Chamber of Deputies from the province of the Loire and his public career was begun. That was eight years ago and then he was still wearing the workman's clothes, he was still a fanatic to the men in power and something of a joke to blase Paris of the boulevards.

In his speeches he never faltered, for his practice before the Socialistic audiences in Nantes stood him in good stead, and the little man with the piercing eyes and the clean-cut delivery began to attract attention, if only from the fact that he was omnipresent and never acted without making his presence felt. His great opportunity came in 1906, when the bill for the separation of church and state was handed over to a committee of which he was a member.

It was not new by any means. It had been threshed over until every one was weary of it, and was periodically shelved in just this fashion until it came to be looked upon as a harmless bit of legislative furniture. But when Briand got his hands on it he felt that he had his opportunity in his hands. He worked as he had never worked before, going through volumes of ancient law, studying church conditions in every corner of France, making a canvass of every branch of the clergy, Catholic, Protestant, and even Jewish, and when he came to present his findings first to his committee and then to the body he had such a fund of material and such a stone wall of arguments that all was swept before him.

That was the first the world at large heard of Aristide Briand, and from that day the old clothes, the humble residence, the catering to the people, and all that had served as his flight of stepping stones were replaced by the best and neatest that Paris can afford. He had won recognition from his colleagues and he was still in favor with his old followers.

In 1909 the cabinet fell, Briand became

premier, and Briand, the old Socialist orator and editor became Briand the yachtsman, the first nighter at the theater and the tailor's model on the streets of Paris. There was a time in Nantes when he told the working people that he would uphold their interests with fire or dynamite. In the recent strike among the railroaders of the city he turned the whole military force of the city upon them and turned a deaf ear to their petitions. He has even made an effort to conciliate the church in the last few months, and has generally won the unenviable reputation of being the cleverest man and the least faithful in French politics.

The career of John Burns is, if anything, more remarkable still. Twenty years ago he was an incendiary, almost a revolutionist. Today he is drawing a large salary from the British government and repudiates everything that has a Socialistic tendency. Fifty years ago he was a candlemaker's boy and now he is a white-haired statesman, revered by his colleagues, received periodically by the King, and bitterly opposed by the leading Socialists and labor men of Great Britain.

He was born in 1858 and almost his earliest memories now are the recollections of carrying home laundry for his mother in Park Lane on bitter cold nights when he was insufficiently clad. He left school at ten and began life as an apprentice boy in a candle factory. At fourteen he was a rivet boy for a Millbank engineer, and after he had learned engineering he was sent to the west coast of Africa on a one-year contract. Heat, fevers and loneliness nearly consumed him, but he lived to return. That was in 1877. The following year he was making addresses, fiery and full of youthful exaggeration, on Chapham common.

Of course he was finally arrested, but not before the name of John Burns had come to be a talisman among the workmen. More than this, on the night the police seized him there was a girl in the audience whose heart the young orator had touched, and she subsequently became Mrs. Burns. After his marriage

he saved enough money—only £100 at that—to make a tour of the continent studying working conditions. A few years later his employer wearied of the young engineer's enthusiasm for the labor cause and when he attended one particular meeting and returned full of the fire of his cause he found his job lacking. At that time he was 26 years of age, already a labor leader and a power among the workingmen. Of course, he was a Socialist in those days. In 1885 he stood for Parliament on the Socialist ticket for West Nottingham and received just 600 votes. Two years later he led the vast army of the unemployed through London to Trafalgar Square and was once more seized upon by the police.

In 1889 the dockmen, 200,000 of them, were out on a strike, starving, mad with despair, falling in the streets, but still ferocious as a mob of '93. When they formed in line to march through London the police saw bloodshed and fury before them, and they undertook to block them at the outskirts of the town. At this juncture John Burns appeared and gave his personal word that these men, 200,000 strong and crazed with enthusiasm, would do no violence in their march. More remarkable still, the police took him at his word on the condition that he personally head the procession.

Then the redoubtable John walked along the whole line and told the men of the contract he had made, and the march began. London had seen covert misery before, but when they saw this vast army of starving creatures, scores of them falling to the ground from sheer weakness and fatigue, the great, cold city was appalled. That was one of the things that made John Burns.

It was in 1892 that Burns first entered Parliament from Battersea. The members of the English legislative bodies are not paid, and Burns' labor people paid his expenses during those first years. He was received rather as a curiosity by his new associates. Hard work had made him burly, his skin was naturally swarthy and his hands broad. He looked a bit uncouth sitting among the elegantly dressed and intellectual members, but in time they forgot all that, for the force of

the Burns personality covered many sins of omission.

In '94 he came to America and made his famous comment on Chicago—"Hell with the lid off."

It was probably about that period, when John Burns was made to feel that he was a real celebrity and a vital force in the affairs of the English-speaking race that he began to alter his doctrines. Victor Grayson began the public cry by calling him a plain traitor. Keir Hardie developed into his most formidable and bitter opponent. But he was growing in favor with the governmental heads. He was presented to the King, and finally moved out of his residence in the less pretentious district of London into a fashionable quarter.

Then in 1905 he was made president of the board of local government. At this hour Burns still has some labor constituents, though Briand's forcible settlement of the recent strike has probably robbed him of his last supporter among the workers. Yet Burns has publicly expressed his anti-Socialistic opinions and has entered into conflict with the most influential labor men in England. He has the income of a magnate, the library of a savant, and an air of self-containment and assurance in Parliament that contrasts strangely with the bearing of the frenzied and fanatical engineer who 40 years ago was fanning the air on the commons, wandering the streets hungry while he incited the laborers to riot, and lying in London lockups as a breaker of the peace.

The Deepest Lake.

Lake Baikal, in Siberia, is by far the deepest lake known in the world. It is in every way comparable to our Great Lakes as regards size, for while its area is more than 9,000 square miles, making it about equal to Erie in superficial area, its enormous depth of between 4,000 and 4,500 feet makes the volume of its waters almost equal to that of Lake Superior. Although its surface is 1,500 feet above sea level, its bottom is nearly 3,000 feet below it.

The Caspian Sea has a depth in its

basin of more than 3,000 feet. Lake Maggiore is the same depth, Lake Como nearly 2,000 feet, and Lago di Garda, another Italian lake, has a depth in certain places of 1,900 feet. Lake Constance is more than 1,000 feet deep, and Huron and Michigan reach depths of 900 and 1,000 feet.

Wreck Investigation—Interstate Commerce Commission.

IN RE INVESTIGATION OF ACCIDENT ON THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD AT WESTPORT, CONN., ON OCTOBER 3, 1912.

Approved December 2, 1912.

E. G. Buckland, vice-president and counsel for New York, New Haven & Hartford Railroad Company.

Benjamin I. Spock, counsel for New York, New Haven & Hartford Railroad Company.

H. W. Belnap, chief inspector of safety appliance division of the Interstate Commerce Commission; and Philip J. Doherty, attorney for the Interstate Commerce Commission.

REPORT OF THE COMMISSION.

McChord, Commissioner.

On October 3, 1912, the New York, New Haven & Hartford Railroad reported by telegraph the derailment of the second section of passenger train No. 53 at Westport, Conn. Immediately upon receipt of this telegraphic notice, inspectors were ordered to proceed to Westport.

While, as a rule, the Commission intrusts the investigation of accidents to its chief inspector of safety appliances and his assistants, in view of the seriousness of the Westport wreck it was deemed advisable for the Commissioner in charge of the safety appliance division to go upon the scene of the accident to hold a public investigation in conjunction with the Public Utilities Commission of the State of Connecticut, which was then engaged in an investigation on its own initiative, and for that purpose this latter Commission was invited to and did participate in the hearing, which was held at New York on the 8th day of October.

The investigation of this accident developed the following facts:

Westbound passenger train second No. 53 was en route from Boston, Mass., to New York, N. Y. At the time of the accident it consisted of 1 mail car, 1 baggage car, 4 parlor cars, 3 coaches, and 1 smoking car, in the order given, all of wooden construction, and hauled by engine No. 1014. The train was in charge

of Conductor Jenkins and Engineman Clark. It left Bridgeport, Conn., at 4:30 p. m., 12 minutes late. At Westport crossover the switches were lined up to cross the train from track No. 1 to track No. 3, and it was while making this crossover movement that the train was derailed, at 4:44 p. m.

The engine left the rails at a point about 87 feet west of the west point of the crossover switch, and ran about 400 feet before turning over. The tender rolled down the embankment, which at this point is about 15 feet high. The mail car followed the engine, and rolled down the embankment, landing some distance from the track. The baggage car passed the engine and landed upright some distance ahead of it. The first parlor car was forced against the firebox of the engine, while the forward end of the second parlor car was forced over the top of the first parlor car. The two following cars and the first coach were derailed, while the other three cars remained on the track. In passing over a highway bridge located about 100 yards beyond the west end of the crossover, one of the bridge girders tore a hole in the side of the engine boiler, allowing the water and steam to escape and making it seem at first as if the boiler had exploded. The wreckage caught fire at once, probably at the point where the parlor car rested against the firebox, and three of the parlor cars were consumed by the flames.

This part of the New York, New Haven & Hartford Railroad is a four-track road. The rails weigh 100 pounds to the yard and are laid on oak, chestnut and creosoted pine ties, there being about 18 ties under each rail. Rock ballast is used, and the roadway at this point is in good condition. The accident occurred at the beginning of a curve 1° 6' leading to the left. There is a descending grade of westbound trains of 0.07 per cent. Approaching the scene of the accident from the east the track is straight and the view is unobstructed for more than one mile. Train movements are governed by signal indications, and train orders are not used (except in the case of moving a train against the current of traffic), the road being equipped with controlled manual block signals, which the evidence and investigation show were in proper working condition. Enginemen can tell by the signals displayed which track their train will use, whether it shall stop, proceed on the same track, or be diverted to another track.

At Westport there is a tower equipped with a 40-lever mechanical interlocking plant, with 4 controlled manual block instruments, 15 electric locks, 6 signal repeaters, and 6 bells. The switches governing crossover movements are

controlled from this tower by means of the interlocking mechanism, and are interlocked with the block signals. A careful examination of this interlocking plant was made after the accident. The circuit plans, locking sheet, and dog chart were checked with the plant as installed, and the operation of the signals and locks fully tested. Everything connected with this plant was found in proper condition, and there was nothing to indicate that it would have been possible for the engineman on train second No. 53 to have been misled by improperly displayed signals.

From time to time, to facilitate traffic, the routes of trains are changed as conditions require. These crossover movements are directed by the train dispatcher, who notifies the tower signalman when he shall divert a train from one track to another, but no notice is given to the engineman, as he is expected to be governed entirely by the signals displayed.

Train No. 53 was running in two sections on October 3, and at Bridgeport, a station 11 miles east of Westport, both first and second No. 53 were diverted from track No. 3 to track No. 1 in order to run them around work trains which were occupying track No. 3 between Westport and Bridgeport. A few minutes before the arrival of first No. 53 the dispatcher directed the towerman at Westport to cross both first and second No. 53 from track No. 1 to track No. 3, and the switches and signals were arranged for the crossover movement.

The crossover at which this accident occurred is a standard No. 10 crossover. Located 4,075 feet east of the crossover is a distant signal, which can be seen a distance of about one-fourth of a mile when approached from the east. This signal was set at caution, which permitted the train to proceed expecting to find either of two home signals in advance in the stop position. The first signal in advance is a drawbridge signal, located 2,017 feet west of the distant signal. This was in the clear position, indicating that the drawbridge over the Saugatuck River, east of Westport station, was closed and locked for the passage of trains. There is a speed limit of 30 miles per hour over this bridge. The next signal in advance is the home signal located 3,883 feet west of the distant signal and 240 feet east of the crossover. This signal was in the stop position. At this same point is a dwarf signal which governs the crossover movement from track No. 1 to track No. 3. This signal was in the clear position, and indicated that the train could pass the home signal in the stop position for the purpose of taking the diverging route.

The dwarf signal is of the common type, displaying its indication about 30 feet from the ground, and can be seen but a short distance by the engineman of an approaching train. When a train is approaching from the distant signal the engineman sees only the home signal set at danger, and in obedience to this indication he reduces speed in order to stop his train before the signal is passed. When he has approached sufficiently close he can see the dwarf signal, and if it is in the clear position it indicates that his train need not be brought to a stop, but is to take the crossover at a speed limited by time-card rule to not more than 15 miles per hour. It will thus be seen that when the signal indications are obeyed the speed of trains ordinarily is checked before reaching the crossover.

First No. 53 passed Westport at 4:33 p. m., and passed through the crossover in safety at a speed estimated to have been about 15 miles per hour. Towerman Coyle stated that he did not change his switches after first No. 53 passed, but in order to get an unlock to Green's Farms, the first block station east of Westport, he was required to place the levers in the interlocking plant in normal position, which he did. After second No. 53 passed the block at Green's Farms he cleared the signals for the crossover movement, and train second No. 53 approached the crossover, passed through it at high speed, and was derailed by the overturning of the engine and tender.

The interlocking plant is not equipped with approach locking to prevent signalmen from changing the switches of a route while a train is closely approaching them. While all the evidence shows that the absence of approach locking did not in any way contribute to the accident, it might, in case the signalman became confused, result in trains being improperly diverted after switches and signals had been set authorizing a movement, and thus be the means of causing similar accidents.

The New York, New Haven & Hartford Railroad crosses the Saugatuck River just east of Westport station, and located approximately 1,180 feet west of the river is the beginning of a 1° 30' curve. On the tangent between this curve and Westport station are located three No. 10 crossovers, one leading from track No. 2 to track No. 4 for eastbound trains, one leading from track No. 2 to track No. 1 to be used in case it is necessary to change the current of traffic of trains at this point, and one leading from track No. 1 to track No. 3 for westbound trains. Located in track No. 3, 44 feet west of the west switch point of the crossover leading from track No. 1, is a facing point switch leading from

track No. 3 to track No. 5, a commercial track used to allow cars to be placed on the unloading tracks at Westport, which are located on the north side of the main track.

Two of the crossovers are each 191 feet long and the remaining one is 192 feet long, all three being crowded into the restricted distance of 705 feet between the interlocking tower at Westport station and the facing point switch leading from track No. 3 to track No. 5. It does not appear that any physical or operating reason exists which makes necessary the use of such short crossovers at this place. The facing point switch leading from track No. 3 to track No. 5, which limits the extension westward of the crossover leading from track No. 1 to track No. 3, should be removed, independent of any consideration relating to the crossover. Facing point switches should not be used on high-speed tracks where it is possible to avoid them, as they create an element of danger that is eliminated by the use of trailing switches. Track No. 5 should be entered through a trailing switch at some point farther west. There is sufficient tangent between the draw-bridge and the point of the curve to make it entirely feasible to replace the No. 10 crossovers leading from tracks Nos. 1 to 3 and 2 to 4 with No. 20 crossovers. There is no danger in the use of a No. 10 crossover between tracks Nos. 1 and 2, as it is used only for back-up movements when it becomes necessary to run trains against the current of traffic. Had No. 20 crossovers been used at this place, being 352.7 feet long and only producing a 1° 42' curve as shown by the New York, New Haven & Hartford standard dimensions of turnouts, it is probable that the derailment of train second No. 53 on October 3 would not have occurred, even though the signal indications were disregarded and the train entered the crossover at unsafe speed.

Time card rule No. 2 of the New York, New Haven & Hartford Railroad reads as follows:

Unless otherwise restricted a speed of 15 miles per hour must not be exceeded over routes governed by dwarf signals.

The signal indications governing this crossover movement were clear, and afforded sufficient protection had they been observed. It is plain, therefore, that the direct cause of this accident was a disregard by the engineman of train second No. 53 of signals and rules provided by the railroad company to prevent the occurrence of such accidents.

Engineman Clark of second No. 53 was 55 years of age and was the assigned engineman for this run. He entered the service of the New York, New Haven & Hartford Railroad as a fireman in 1883;

he was promoted to be an engineman in 1888 and was dismissed December 20 of that year for responsibility for a collision. He re-entered the service as a fireman in 1893 and was again promoted to be an engineman in 1894, and had been so employed since that date. He was disciplined January 14, 1898, for passing a home signal at danger at New Rochelle, and again July 7, 1905, for passing a home signal at danger at Naugatuck Junction. His habits were good and he had been on duty 5 hours and 29 minutes when the accident occurred, after a rest period of 7 hours and 35 minutes, previous to which he had worked 11 hours and 16 minutes in the 24-hour period from 3:40 a. m., October 1.

In all essential particulars this accident was a duplicate of the accident of the Federal Express on the New York, New Haven & Hartford Railroad on July 11, 1911, which resulted in the death of 14 and the injury of 54 persons.

As a result of our investigation of the Bridgeport accident the following recommendations were made:

(1) That in all situations where accidents are likely to occur through the non-observance by enginemen of signals or rules calculated to insure safety, automatic train control apparatus should be provided to insure that trains will be brought to a stop in case the signals or rules are not properly observed.

(2) That in the absence of such automatic control apparatus, on tracks where high speed trains are run, switches should not be set to divert a high speed train from one track to another at a crossover which is not safe for high speed until after the train has been brought to a stop.

(3) That at all interlocking plants where trains are operated at high speed over facing switches, approach locking should be provided to prevent the switches being changed from the main or through route to a diverging route after a train has received the signals for the through route.

At the joint hearing in New York City, the vice-president in charge of operation of the New York, New Haven & Hartford Railroad, when his attention was directed to the above recommendations, stated that the only action taken by his company to prevent the recurrence of accidents similar to the Bridgeport accident was "a stiffening up of discipline." No new devices have been installed, because, as he expressed it, "We have not been able to find any that we are satisfied would help." When asked if lengthening the crossovers would not materially decrease the element of danger, this official answered: "No. I would think in the end it would make a worse situa-

tion on a railroad than a better one," his reason for this belief being that "It is simply putting a premium on the violation of a rule."

It is hard to understand how the conclusion can be reached, under any contingencies arising in the operation of a railroad, that there would not be greater chance for an accident with a crossover only 190 feet in length, producing a curvature of $6^{\circ} 48'$, than with one 352.7 feet in length, as a No. 20 would be, with a curvature of $1^{\circ} 42'$.

It was also stated by this official that in his opinion a regulation requiring trains to be brought to a stop before switches are set for a crossover movement would not increase safety, his reason for this belief being that when signals were disobeyed, as was the case in both the Bridgeport and Westport accidents, the train would be sent along the straight track with a probability of running into the rear of a train in the block beyond the crossover. Thus, as he expressed it, "you change one accident for another, is all." The evidence brought out in the investigation of this particular accident, however, shows that had the crossover switch not been set for the diverging route the accident would not have occurred, as Engineman Clark applied the emergency brakes immediately after his engine passed the stop signal, and had his train continued on track No. 1, it would have been brought to a stop about two train lengths beyond the switch.

With regard to the use of automatic stops, the vice-president stated that there was no mechanical appliance that he knew of which he thought would meet the conditions. His attention was called to the following from the report of the Commission's block signal and train control board:

The information obtained from tests, together with knowledge of the general state of development of the art of automatic train control, leads the board to conclude that there are several types of apparatus and methods of application which, if put into use by the railroads, would quickly develop to a degree of efficiency adequate to meet all reasonable demands. Such devices properly installed and maintained would add materially to safety in the operation of trains. In many situations under conditions existing in this country the board is convinced that the use of automatic train stops is necessary to the safe operation of trains.

The board does not wish to be understood as stating that the conditions of entirely acceptable automatic train control, as formulated by it in the ten characteristics published in its report of last year, are fully met by any one of the devices it has thus far examined. On the contrary, the art of automatic train control is still largely in the experimental stage; but it is far enough advanced

to warrant the installation of available devices with a view to their further development to meet the demands of safety in train operation.

Further, the board has no hesitancy in saying that had the railroads directed the same effort toward the development of automatic train-control apparatus that has been devoted to the development of interlocking and block-signaling apparatus we should now have adequate installations of automatic train-control devices which would permit an engineman to handle his train without interference as long as he did it properly, but would intervene to stop his train if he disregarded a stop signal or ran at excessive speed where speed restriction was prescribed.

The railroads have been decidedly lax in developing the automatic stop, and progress has been so slight in this direction that the actual experience which is necessary for the formation of proper legislative judgment is lacking. The board, therefore, does not believe that at the present time legislative compulsion to this end would be wise. It does believe, however, that the railroads should be urged and expected to develop the art of automatic train control so as to provide devices which will meet their operating conditions. This appears to the board to be entirely practicable, and should it not be done with a reasonable degree of expedition steps should be taken by the government to stimulate such action.

When asked what had been done by his company toward the actual development of automatic stops in view of this recommendation, the vice-president in charge of operations said that no definite steps had been taken other than to investigate what was available, and no specific conclusions had been reached as a result of such investigations.

In this connection attention is called to the following extract from the last annual report of the Commission.

While the Commission is not prepared at this time to recommend legislation compelling the adoption of automatic train control upon all lines of railroads, it strongly recommends to the railroads themselves the experimental use of such systems as are now available intended to secure efficient automatic train control.

As previously noted, the roadway and track conditions in the vicinity of the accident are good, and the construction of the crossover was substantial. All renewals are made with creosoted ties, and on these ties tie plates are used, as well as screw spikes. In some places the chestnut ties are badly worn, due to the base of the rail cutting into them, in some instances to a depth of three-fourths of an inch, but a sufficient number of tie-plated creosoted ties are in use to maintain safe track. At the crossover practically all the ties were new and screw spikes were used, and the track conditions at this point were good.

From the evidence taken in this investigation it appeared that the speed limit of 30 miles per hour over the drawbridge

at Westport is habitually disregarded. The operator at this bridge testified that the average speed of trains passing his tower (which is located on the bridge) was from 45 to 55 miles per hour when signals were set for a clear track. He had never reported a train for exceeding the speed limit over the bridge, and had never been instructed to do so. Vice-President Horn testified that he had no personal knowledge of a violation of this speed limit, but considered it safe to cross the bridge at higher speed than allowed by the rule. He said that he could never in his own mind determine why a speed of 50 miles per hour over this bridge would not be as safe as the limit fixed by the rule, and in reply to a question as to how he distinguished between the violation of a rule of 30 miles per hour across the bridge and 15 miles per hour on a No. 10 crossover, so far as the safety of passengers or property is concerned, he replied: "One is safe and the other is suicide."

The investigation further developed that there were no speed restrictions governing passenger trains except at specified points which are covered by signals and rules, and passenger trains are expected to make up time when late. Bulletin order No. 291, issued by Superintendent Woodward on September 23, 1912, reads as follows:

BULLETIN NOTICE NO. 291.

Our passenger service has not been running very satisfactorily since the heavy business set in on the 1st of September, although the travel has very much decreased, and there is considerable fault being found on account of so many trains being late.

Every effort should be made to keep the trains on time and conductors are requested to avoid loss of time at stations loading and unloading passengers and baggage, so far as possible, and engineers are requested to do everything they can to make time, except that it is not desired to in any way run trains beyond a safe speed, neither do we wish to have the orders on slow-downs disregarded.

Be very careful when you have delays to make correct reports, and conductors must confer with engineers to make sure that the reports are entirely accurate.

The desire of the company to maintain schedules is shown by the fact that engineers frequently receive letters requesting explanations regarding delays, and are required to explain a loss of one minute in making the run of 40 miles between Stamford and New Haven, as shown by a letter to Engineman Moore, of which the following is a copy:

NEW HAVEN, CONN., Sept. 26, 1912.

Mr. C. Moore, Engineer, Springfield, Mass.

DEAR SIR: On Sept. 21, train 26 is reported as losing one minute on run engine 1018, Stamford to

New Haven. Advise me at once cause of losing this time, and also advise me why you did not turn in an M-145 advising delays on this trip according to instructions.

(Signed) W. S. CLARKSON,
Master Mechanic.

(Copy to Mr. F. W. Stanley, foreman.)

I want you to see to it that engineer Moore advises at once in regard to this delay.

When questioned concerning this letter Engineman Moore testified that he did not regard it as a criticism but simply as an effort on the part of the officials to find out what was the cause of delays and to eliminate them as far as possible. While Engineman Moore's view of the purport of such letters is probably correct, it is none the less true that many enginemen would not so regard it. To be called upon for an explanation of a delay of one minute, taken in connection with Bulletin Order 291, would undoubtedly lead many men to give undue prominence to the question of maintaining the schedule, and cause them to take chances in the effort to bring their trains in on time.

Excessive speed as a factor in train accidents deserves serious consideration. The remarkable increase in speed and weight of trains within recent years, and the crowding of tracks and terminals caused by movement of the enormously enlarged volume of railroad traffic, have greatly increased the duties of employees and multiplied the chances of error on their part.

In a recent accident investigation made by our chief inspector of safety appliances it appeared that the general inspector of transportation of one of our largest railroad systems said: "Excessive speed is the cause of 75 to 80 per cent of the catastrophes in the last few years." When asked who was to blame for this, this official said: "The public, in my opinion, because they ride on the railroad that has the fastest train and the railroad that doesn't make that fast time is not patronized. The railroads are forced to do it. They don't want to do it."

We can but repeat what was said in the published report of this accident: "It is true that the public patronizes the railroad that makes the fastest time. But did the public have knowledge that any railroad was operating its trains at such high speed as to make travel upon that road unsafe its patronage would quickly be withdrawn. The great majority of people who ride on railroads desire to travel quickly if it can be done with safety, but their first consideration is safety. They rely upon the judgment of railroad managers, knowing that they are the only ones who have full

knowledge of conditions existing upon their roads, and the assumption always is that the road operating high-speed trains will bring them safely, as well as quickly, to their journey's end."

The cars in train second No. 53 were of wooden construction, and the forward end of the first parlor car was lying against and across the firebox of the overturned engine and immediately caught fire. Three parlor cars were burned. It is obvious that had these cars been of modern steel construction they would not have been destroyed by fire, and it might have been possible to have saved the lives of some of the injured passengers who were caught in the wreckage and cremated. The circumstances surrounding this accident once more demonstrate the inherent weakness of wooden cars and their unsuitability for service in modern high-speed trains, and emphasize the necessity of compliance with the Commission's recommendation in its last annual report relative to the adoption of steel cars.

The volume of passenger and freight traffic on the New York, New Haven & Hartford Railroad is heavy, and trains frequently are required to cross from one track to another. To provide for such movements between New York and Boston, a large number of crossovers are in service. The longest of such crossovers are No. 15; the majority of the crossovers used are No. 10, and some of them are No. 8.

The lowest numbered crossover that can reasonably be expected to provide for the safe passage of a train from one track to another at normal speed is believed to be No. 18 or No. 20. With 12-foot track centers and 100-pound rails, according to "N. Y., N. H. & H. R. R. Standard Dimensions of Turnouts," the radius of curved rail for a No. 18 crossover is 2,804.60 feet, producing a curve of $2^{\circ} 2' 34''$; the radius of curved rail for a No. 20 crossover is 3,369.90 feet, producing a curve of $1^{\circ} 42'$. As given on this blueprint, the length of a No. 18 crossover is 306.36 feet, and the length of a No. 20 crossover is 352.70 feet.

Proper measures for the safety of the traveling public have not been provided where crossovers are installed which may be used with safety only at low speed and which are protected simply by signals and rules requiring reduced speed. This fact is emphasized by disasters which have occurred as a result of the disregard of such signals and rules. Longer crossovers than those used by the New York, New Haven & Hartford Railroad should be installed at all points where high-speed passenger trains are to be diverted from one track to another track on which the current of

traffic is in the same direction; then if signals or rules were disobeyed, or if an engineman was incapacitated, the possibility of disaster would be greatly reduced if not entirely eliminated. Until these long crossovers are installed, to provide adequate precautions for the safe movement of trains at any crossover shorter than a No. 20, the switches should be left for a straight route, stop signals should be displayed, and the crossover switches should not be set for the diverging movement until after the train which is to make the movement has come to a stop.

The position was taken by the executive officers of this road that no finding or recommendation with regard to the Bridgeport disaster was ever made by the Interstate Commerce Commission.

It is apparent that this was but a resort to a technicality to evade the point at issue. The records of the Commission show that a report upon the Bridgeport accident, including the recommendations previously quoted herein, was made public by the Commission on August 16, 1911. A copy of this report was mailed to Vice-President Horn, at his request by wire, on August 18, 1911, and his acknowledgment of its receipt dated August 21, 1911, was received at the office of the Commission on August 22. Had the recommendations contained therein been complied with, the Westport accident undoubtedly would not have occurred, and it is therefore apparent that the officials of the New York, New Haven & Hartford Railroad did not take adequate measures to prevent a recurrence of the Bridgeport accident, in view of those recommendations, of which they were well informed.

As a result of the investigation of the Westport accident, President Mellen, of the New York, New Haven & Hartford Railroad Company, has now wired the Commission that on the 26th day of November instructions were issued to the operating and engineering departments of this road ordering that wherever practicable No. 20 crossovers be used between all parallel main tracks used for trains going in the same direction and through which trains are detoured; and that all trains having a schedule speed of 15 miles an hour, or over, on straight tracks be required to come to a full stop before making a crossover movement. These instructions are not limited to the crossover at Westport, but apply to the whole New Haven system wherever four tracks are used.

It is a deplorable fact, as shown by the following table from the accident statistics published by the Commission, that train accidents have steadily increased in number and magnitude since 1909:

ANNUAL TABLE NO. 2.

COLLISIONS AND DERAILMENTS; DAMAGE TO CARS, ENGINES AND ROADWAY, YEARS ENDED JUNE 30.

	1912				1911			
	Number	Damage to road and equipment and cost of clearing wrecks	Killed	Injured	Number	Damage to road and equipment and cost of clearing wrecks	Killed	Injured
Collisions, rear.....	1,142	\$ 1,292,885	117	2,019	1,099	\$ 1,241,193	109	1,526
Collisions, butting.....	704	1,314,232	167	3,136	609	1,250,519	187	2,610
Collisions, trains separating.....	853	144,436	4	138	370	145,360	7	163
Collisions, miscellaneous.....	3,284	1,578,594	100	2,656	3,527	1,664,984	133	2,695
Total.....	5,483	4,330,206	378	7,949	5,605	4,302,056	436	6,994
Derailments due to defects in roadway, etc.....	1,877	1,541,460	102	2,766	1,225	1,007,460	57	1,560
Derailments due to defects of equipment.....	3,847	3,165,033	68	1,197	2,824	2,379,074	64	689
Derailments due to negligence of trainmen, signalmen, etc.....	423	238,389	18	548	397	319,851	36	508
Derailments due to unforeseen obstructions of track, etc.....	412	478,675	61	595	309	358,166	66	492
Derailments due to malicious obstruction of track, etc.....	75	109,614	16	378	84	102,161	16	176
Derailments due to miscellaneous causes.....	1,581	1,664,081	129	1,663	1,421	1,383,512	110	1,374
Total.....	8,215	7,197,252	394	7,147	6,260	5,549,724	349	4,799
Total collisions and derailments.....	13,698	11,527,458	772	15,096	11,865	9,851,780	785	11,793

	1910				1909			
	Number	Damage to road and equipment and cost of clearing wrecks	Killed	Injured	Number	Damage to road and equipment and cost of clearing wrecks	Killed	Injured
Collisions, rear.....	1,311	\$ 1,398,763	119	2,324	859	\$933,375	83	1,556
Collisions, butting.....	695	1,514,331	194	3,008	485	874,729	159	1,878
Collisions, trains separating.....	418	164,883	5	197	386	146,067	6	159
Collisions, miscellaneous.....	3,437	1,551,252	115	2,236	2,681	1,154,520	94	1,902
Total.....	5,861	4,629,229	433	7,765	4,411	3,108,691	342	5,395
Derailments due to defects in roadway, etc.....	1,115	914,642	42	1,337	991	708,658	25	1,195
Derailments due to defects of equipment.....	2,734	2,227,352	40	636	2,362	1,875,646	29	651
Derailments due to negligence of trainmen, signalmen, etc.....	377	238,843	23	311	307	186,768	25	329
Derailments due to unforeseen obstructions of track, etc.....	350	464,414	58	825	331	444,308	81	486
Derailments due to malicious obstruction of track, etc.....	66	165,185	18	227	51	93,037	21	166
Derailments due to miscellaneous causes.....	1,276	1,184,243	159	1,478	1,217	1,063,095	83	1,338
Total.....	5,918	5,194,679	340	4,814	5,259	4,371,512	261	4,165
Total collisions and derailments.....	11,779	9,823,958	773	12,579	9,670	7,480,203	606	9,560

Railroad managers and their employees, as well as State and Federal commissions, must unite in a determined effort to reduce these harrowing railroad disasters to the limits of the unavoidable. This can only be done by ascertaining the real causes of train accidents and taking proper measures to eliminate them.

This Commission is making every effort possible in this direction and has been very ably assisted in the present investigation by the public utilities commission of Connecticut—in a number of other instances by the commissions of other States as contemplated by the accident investigation law of 1910. Railroad managers and their employees seem

to have awakened to their responsibilities in this matter. This is shown by the general formation of safety committees, and some railroads have shown a reduction in their casualty list that is worthy of commendation.

But notwithstanding these facts avoidable train accidents continue to occur and exact an increased toll of life and limb. Such accidents occur on large railroads as frequently as on small ones; on well-managed roads as well as on roads that are less well managed; on block-signalized roads as well as on roads where the train-order system is still in force; and by far the greater number of them are due to the same fundamental cause, namely,

fallibility of the human element responsible for the safe operation of trains.

It cannot be assumed that employees whose long service records have shown them to be competent, reliable, and temperate should suddenly and without reason deliberately elect to take chances which may involve death to themselves and many others under the most distressing circumstances.

As a result of this investigation it is evident that the recommendations made in the report on the accident near Bridgeport, Conn., July 11, 1911, and previously quoted in this report, apply equally in this case, and to provide proper safety for the traveling public they should be placed in effect by the New York, New Haven & Hartford Railroad Company. It may be noted that this has now been done.

The Commission is satisfied that the neglect to comply with the recommendations in its report on the Bridgeport wreck was largely a contributing cause of the Westport accident and its accompanying loss of life.

The recommendations of this Commission are not mandatory. If, however, they are ignored and neglected and large loss of life results therefrom, there can be little doubt of our duty to plainly report it.

If railroad directors and managing officials remain passive and give to such occurrences no such serious consideration as the situation demands, then it becomes the duty of public officials to bluntly and plainly point out to them their duties as trustees of the safety of the traveling public.

No action was taken by any of the operating officials following the Bridgeport wreck, such as the serious situation demanded. Railroad officials testified that there had been "a stiffening of discipline," but this did not seem to reach cases of speed in excess of that allowed by the rules at bridges where speed is limited by the rules. For there was evidence that at the bridge at Westport speed rules were habitually violated even after the accident near this point.

To meet the requirements of a situation disclosed by the Bridgeport wreck, similar in all respects to the accident under consideration, no new devices have been installed, or seriously investigated, nor have any attempts been made by this railroad to even experiment with devices intended for the purpose of meeting these emergencies. Devices to automatically stop trains are in constant use in tunnels and elevated railroads in and about New York. In the adaptation of some similar device to use on such a railroad as the New York, New Haven & Hartford the practical operating

difficulties are by no means insuperable.

The whole result of such consideration as officials of this railroad have given the subject is a pessimistic hopelessness, indicated by testimony that "we are at our wit's end," etc.

The operating vice-president when asked what hope he saw of being able to accomplish anything to prevent the recurrence of these accidents answered that he knew of nothing that would prevent absolutely such recurrence.

The public interests involved and a decent regard for the safety of the lives of those who travel do not justify a great railroad in passively awaiting until some private inventor at his own cost develops to full perfection appliances which will "absolutely" prevent the occurrence of such accidents.

All large railroads whose capital and earnings justify it should make such experiments with modern mechanical appliances intended to promote safety of travel as will aid and promote the approach, if not the actual attainment, of the ideal of absolute prevention of accident.

The block signal and train control board reported that there were train-control devices now in existence which, although not absolutely perfect, were such that they should be taken up experimentally by railroads with a view to their practical development and mechanical perfection for general use upon railroads.

The appalling railroad catastrophies of the past few years imperatively call upon all connected with railroad management for more strenuous efforts to secure safety for those who travel.

When a diversion from the lookout for a few seconds on the part of an engineer, caused by perhaps some imperative duty to be performed on the machinery in the inside of his cab, may cause disaster to his train and death to his passengers, there should be no hesitation in actively taking up the perfection and installation of such supplementary appliances as will bring the train to a stop where danger threatens.

The mental attitude toward these occurrences is well shown by the vice-president of this railroad in charge of engineering and maintenance of way, when he said, "Then why should not a train be wrecked that runs signals?"

Wreck prevention is the highest duty of railroads. This obligation is not satisfied by merely making rules which prove insufficient in operation. If the "human element" repeatedly fails, then safety requires that the highest degree of mechanical skill be applied to properly supplement the human element at the particular point of danger.

To adequately satisfy their obligations

to passengers, railroads should avail themselves of the use of some workable automatic train stop, and in high-speed trains should use cars of all-steel or at least steel-underframe construction in place of wooden cars.

The vice-president of this railroad in charge of engineering and maintenance of way said of the automatic train stop, "*I think it has got to come in some form*, but the consensus of opinions of engineers is that there is no device that is suitable for fixed operations."

The query of this railroad official before quoted, "Then why should not a train be wrecked that runs signals?" seems to be answered by his own statement that the automatic train stop has "got to come."

Railroads ought to unitedly experiment with the automatic train stop until a device of practicability for general use shall be available.

Until it does come the alternative recommendation of this Commission in its report on the Bridgeport wreck, and which this company has now adopted, "that in the absence of such automatic control apparatus, on tracks where high-speed trains are run, switches should not be set to divert a high-speed train from one track to another at a crossover which is not safe for high speed, until after the train has been brought to a stop," should be strictly complied with. Until some better safeguard can be devised, and this railroad has suggested none, compliance with this recommendation places no undue burden upon railroads and will, in our opinion, prevent accidents of this character in the future.

The recommendations herein made are addressed to all railroads operating under similar conditions to those herein disclosed.

By the Commission.

[SEAL.] JOHN H. MARBLE, Sec'y.

Labor Leaders Wanted.

BY THE REV. CHARLES STELZLE.

Men with red blood, men of iron, men with brains, men with a vision, men who will dare do right though the heavens fall. No "boozers" need apply. The business is too serious and there are too many interests involved, both on the part of capital and labor, to intrust the workingman's side of the controversy to any but clear-headed advisers. It's all right to be a good fellow, and it's a good thing to be popular with the boys, but when a man is only that, he soon loses his grip on his job, and those whom he is supposed to represent soon lose theirs. When booze interferes with

such a leader's business, he is very apt to sacrifice his business.

Preference will be given to peace makers instead of strike makers. Not that a labor leader should never call a strike. God pity him if he hasn't the nerve when the time comes for him to do so. The right to protest should belong to every man. But the best labor leader is the man who calls the fewest strikes, because he has the tact and the sense to settle the trouble without an industrial conflict. If war is hell, then strikes are "purgatory."

Four-flushers and bluffers will not be considered, and the chap who has only the gift of gab will not have a look-in. We need men who regard the labor leader's job as a proposition that requires the exercise of good gray matter. Only the brainy fellow who can make fully as much money at his trade can make good on this job. It is no cinch. It is easier to work in the shop at day's wages.

If the labor leader is honest, he will nevertheless be criticised occasionally by both sides, but he will have the comfort of a clear conscience, and he will have the satisfaction of knowing that some day he will be given due credit for sincerity of purpose. If he is dishonest he will unquestionably be found out, and he will be held in contempt by all classes of men—including himself—to the end of day.

But while the job presents difficulties, there are in it great possibilities. There never was a greater chance for leadership. But the demands are more exacting, the qualifications more numerous, and the things to be obtained more varied than ever before. The labor leader must be a statesman—not merely a politician. He must be an educator—not simply an agitator. He must be a preacher of social righteousness and of justice for all men.

The Table Napkin.

Curiously enough, that article now considered almost indispensable, the table napkin, was first used only by children and was adopted by elder members of the family about the middle of the fifteenth century. In etiquette books of an earlier date than this among other sage pieces of advice for children are instructions about wiping their fingers and lips with their napkins. It seems that the tablecloth was long enough to reach the floor and served the grown people in place of napkins. When they did begin to use napkins they placed them first on the shoulder, then on the left arm and finally tied them about the neck.—*London Standard*.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

A Requisition for a Table.

In an humble, submissive and dignified mood,
I reluctantly, sir, on your presence intrude.
With these lines, that have cost me more torturing
pain,
Than all others before them ground out of my
brain;
For the subject is tough, inspiration falls flat,
Like the leaf of a track-walker's every-day hat,
When 'tis struck by a blast from Ontario's breast,
In a manner old sailors would call "galley west."

We have here in this city a rankling complaint
That would need all the patience of Job or a saint
To endure it, alas! we've endured it too long.
So today I've concluded to damn it in song;
'Tis the table I mean. 'Tis of antique design,
And a blister on all at this end of the line,
And to turn it around with an engine upon it,
Is a heartrending theme for a song or a sonnet.

'Tis a fossilized antediluvian thing,
Neither useful in winter, in summer or spring.
'Tis a relic passed down from prehistoric days,
'Tisn't worth chopping up by the kids for a blaze,
On the eve they delight sending flames to the sky,
Celebrating the glorious Fourth of July!
'Tis in verdant old age, it would slothfully burn,
If 'tis judged by the manner we force it to turn,

I'm a Christian I hope, I expect to be saved,
If the Lord can o'erlook how on earth I behaved,
But if justice instead of His mercy prevails,
It will be with the table He'll burden the scales.
I have stood like a maniac screaming for years,
As it slowly went round, and I shedding salt tears,
As a dozen or more tried to turn with a rush,
Till our tongues were so dry we could hardly say
"Push!"

We've a road that surpasses all roads in the land;
We have coaches unrivaled, surprisingly grand;
We have engines the best ever spun round a wheel,
On continuous roads of the heaviest steel;
But the table—bad luck to it morning and night—
'Tis a curse undiluted, a rotten old fright;
For the love of God take the old heart-break away
And please send us a new one we earnestly pray.

SHANDY MAGUIRE.

The B. of L. E. Pension.

LOBAIN, O., Dec. 8, 1912.

EDITOR JOURNAL: After twelve years' talk and three distinct efforts, the Pension Association is liable to rail, and for the lack of patronage.

It is an old saying that "the working class never did anything to help themselves until they were compelled to do it;" but I still have hope for the pension, although it is to be deplored that it could not have been made compulsory.

Thousands of our men failed to grasp the importance of our insurance until they were compelled to protect themselves and their families; and after all the years of experience we have had with our insurance we go to sleep and let a vastly greater proposition die on account of our indifference—waiting to see whether it will get along without patronage—and if it does maybe we will take hold, after it does not need help.

This has been our policy in the past, but it will not work in this case. Somebody must wake up right away.

It is strange reasoning that will cause a man to protect his family, or possibly only near relatives, after he is dead, and then refuse to protect himself while alive.

If you are capable of thinking, get busy on the sentence that you just read, and if you are not, show this letter to your wife. Maybe she would object to living on charity in her old age, or in case you were permanently disabled.

Are there not enough members of your craft around you in need of pensions to convince you of your opportunity?

Don't be stupid. Get busy, and do so today. Never mind that company pension—that demoralizer of organized labor. Of course, you are to get it for nothing—maybe. Maybe you will get fired, and if you are over 45 it is all off with your "get something for nothing" arrangement.

The Eastern Concerted Movement should convince you, if nothing else could, that the railroad companies are not giving something for nothing. You pay for it; and if you pay for your own

pension you can take it with you wherever you go.

The pension plan is not right, and it does not fill the bill!

No, it does not, but we venture the assertion that it is nearer right than your insurance was when it was born.

The B. of L. E. has been doing business for 50 years, and has been overhauled many times, and still it does not suit, either. But you will have to admit that it has done a great work.

It is apparent that many Division officers are lax, indifferent or openly hostile to the pension, or it would be making better progress than it is.

Laxity and indifference are natural traits with the average engineer in regard to matters pertaining to their organization, and for this they are excusable.

But the man who is hostile—there can be two ailments in his case—he is either too dense to recognize his own interests when he meets them in the middle of the road in broad daylight, or he favors the company pension for reasons stated elsewhere.

In any case, my Brother, do your own thinking in this matter, and see to it that you protect yourself while you live. Give the pension idea a chance and I will guarantee that in a few years you will prefer it to your life insurance. It can properly be called *life* insurance; the other might be termed *dead* insurance in comparison.

Get busy, Brother, do not wait to see how it is going to come out. Lend a helping hand, and it will come out all right, and you will be proud of it.

Yours fraternally,
ONE OF THE YOUNG MEMBERS.

Division 623.

McCook, NEB., Dec. 2, 1912.

EDITOR JOURNAL: Division 623 is doing very nicely out here in Nebraska. We have



A CLEVELAND BUNCH ATTENDING THE TORONTO UNION MEETING.

—Courtesy Bro. S. W. Collins, Div. 312.

a happy little family that is increasing slowly but surely. We have been waiting patiently for some of the Grand Officers to make us a visit and have not given up hope yet. Our General Chairman, Bro. G. W. Smith, made us a visit a short time ago and gave us a good talk on the topics of the day, and we would be more than pleased to have Brother Smith come again.

Our Division meeting without our Local Chairman, Brother Hardy, would lack much of the usual interest. I often wonder how he can listen to all our little troubles and stay in the humor in which we always find him. He is willing at all times to counsel and advise us and is never afraid to tell us when we are wrong. His advice is always taken and usually found right. We have our different opinions and discuss them at our meetings, but always in a brotherly way.

From present indications we will have to work our goat overtime, as a good many of the young runners see what we have injected into the present schedule in relation to pay and working conditions.

In conclusion I wish to say that the work of the General and Local Chairmen is hard and we should give them all the support we can, and all pull together. If we do, we will accomplish a great deal more.

On next Sunday we will initiate four more of the best members that anybody

could wish to get; men who have not jumped at conclusions, but have given the subject long thought; and that is the kind of men we want. They are the kind of men that will do credit to themselves and the Order, and let us give them a happy home-coming, for they are with us now and more are coming.

Fraternally,

I. L. RODSTROM, Cor. Sec. Div. 623.

The Telephone as a Safety Device.

HAMLET, N. C., Nov. 23, 1912.

EDITOR JOURNAL: It has been some time since I have seen anything in the JOURNAL from Div. 435. If you will allow me space in its pages I will appreciate the favor.

What I wish to say is for the interest of employer and employee of the railways and for all who travel by rail.

Since most of the railways have adopted the telephone system for the dispatching of business, I think it would be good policy for all roads that have not done so to put a telephone instrument on all trains, both passenger and freight. Then in case of accidents perhaps miles from a telephone station someone could connect the instrument with the wires at wreck and get assistance in a very short time.

On September 24, I was unfortunate in

getting into a very bad washout, overturning engine, receiving several severe bruises and burns that have kept me confined to the house since. It was three hours of severe pain before I received the attention of a physician, owing to the distance of the nearest telephone office, two and one-half miles; and this distance had to be walked at night by the conductor before he could get into communication with the proper authorities.

If we had had a telephone instrument on the train we could have received assistance much sooner.

Now, Brothers, there can be much more said and written in favor of this safety appliance, and if this escapes the waste-basket you may hear from me again.

Yours fraternally,

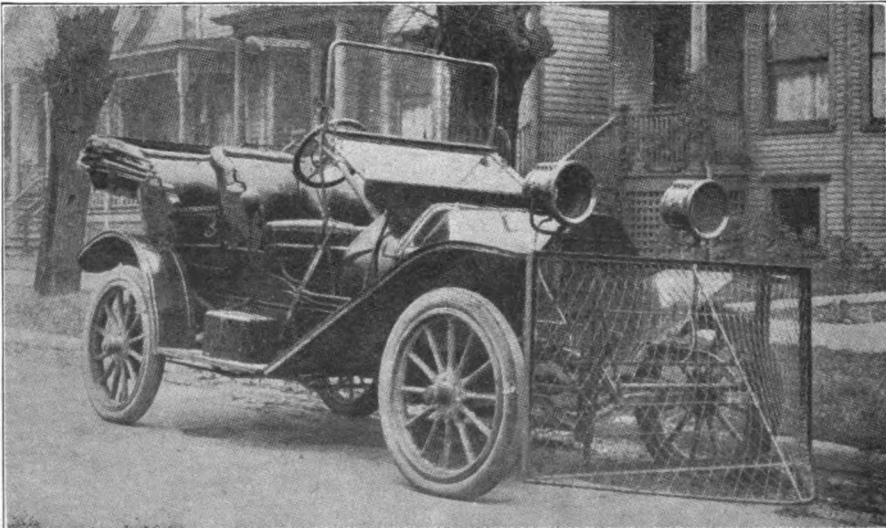
McG., Div. 435.

Automatic Fender.

CHICAGO, ILL., Nov. 9, 1912.

EDITOR JOURNAL: Having been a reader of the JOURNAL for many years I concluded that the Brothers would bear with me if I had a few words to say, it being the first time I have ever forced myself on their notice in this public way.

I am a product of Pennsylvania, having been born and raised on a farm in the northern part of the state. Most of my



ADJUSTABLE AUTO FENDER.

time, until coming to Chicago, was devoted to music, having played in several bands, and at one time I was a member of the government band at Hampton, Va. But, having a desire to become an engineer, I laid aside the plume and gold braid of Uncle Sam's uniform for that of the Chicago & Northwestern Railway, where I have been employed for 30 years, becoming an engineer over 23 years ago.

In 1906 I became incapacitated from running a locomotive through a slight wreck which impaired my eyesight; but am still with the company, and a Brotherhood man in fact and in sentiment.

While not now running an engine, I am still looking ahead, with the result that I have patented a fender for automobiles and motor trucks to protect not only the lives of those of us who walk, but also those who ride.

The time is soon coming when all such vehicles must be provided with some such device, even as locomotives now are, the need being greater, as the public streets and roads have been turned into highways without the protection of tracks or any safety devices whatever.

Also, almost anyone with the most limited experience and practically no knowledge of the machinery is allowed to run one. This is a marked contrast to the requirements and restrictions placed upon railways and engineers.

I have associated with me in my enterprise another C. & N. W. engineer, Glenn C. Webster, and an expert machinist, Ernest Warffuel.

The fender is similar in form and purpose to that of the locomotive pilot, but constructed much lighter. Some changes and improvements have been made since the picture inclosed was taken, among them, the fender is not as high and the corners are rounded. The fender can be easily manipulated from the driver's seat by means of a lever, which makes it possible to lower it to within three inches of the ground or to raise it 15 inches or more when on rough country roads; but in either position it is ready for immediate service.

My fender has already demonstrated its value, having been tested. A motorcycle ridden by two men attempting to

cross the road directly in front of the automobile, slipped and fell in the path of it. The fender tossed the men and machine aside with no injury except a bent pedal of the motorcycle.

The fatalities caused by the wheel or wheels passing over a victim would be largely eliminated, as it would not be possible for the wheels to pass over anyone struck.

The fender has already been regarded so favorable abroad that several foreign countries have granted patents, Canada, Great Britain, France and Italy.



BRO. W. B. COLE, DIV. 404.

The inclosed picture of myself is one in which I stand in front of the boundary monument, with one foot in Mexico and one in the United States. I have never felt there was any virtue in being able to say I had worked for 30 years without losing any time or taking a vacation in order to gain the last dollar, but I tried to find a little good as I have gone through life, for "we shall pass this way but once," and I have much enjoyed seeing various parts of our beautiful land and have come back to work with better health and nerves, and my horizon broadened by a wider outlook.

Fraternally yours,

WM. B. COLE, Div. 404.



BRO. L. W. ROLLINS, DIV. 88.

G. I. D. Badges to Members Div. 88.

EDITOR JOURNAL: Brother Rollins was born in Carroll county, N. H., November 29, 1837. At the age of 15 he went as newsboy on the old Boston, Concord & Montreal R. R. After one year of that work he went to firing and was promoted on the 20th of June, 1856. In the fall of the same year he went to Clinton, Ia.

The summer of 1857 was engineer on the transfer boat between Clinton, Ia., and Fulton, Ill., for the Chicago, Iowa & Nebraska R. R., now the C. & N. W.

In 1858 he went to running on the same road between Clinton and Lowden, which was the end of the road at that time. The spring of 1860 he went west to the mountains, returning the fall of 1861, and went south and ran for the Government between Memphis and Corinth. The Government soon after evacuated the road. He then went to Nashville and ran between Stevenson, Ala., and Chattanooga, returning north in 1864 and running again out of Clinton to Belle Plaine and Boone, which was the end of the road at that time. Left the Northwestern on the 1st of October, 1865, and staged it from Boone, Ia., to Omaha, arriving at Omaha the 7th of the same month. The Union Pacific then

had only 15 miles of track laid, having only two engineers in their employ. Brother Rollins entered the service of the U. P., remaining in active service for over 40 years, making a total of 52 years' active service as locomotive engineer.

During these years of running an engine, Brother Rollins never had an accident nor was he injured in any way, and what is still more remarkable, he never saw a person hurt.

Brother Rollins became a member of the Brotherhood in 1867, being a charter member of Div. 88. His badge was presented to him June 1, 1911, and he departed this life on the 4th of the same month, and thus the last charter member of Div. 88 passed away.

William J. Crusen was born in Licking county, Ohio, March 19, 1849. He was raised on a farm until 14 years of age. At the age of 16 he went to firing. In 1861 he enlisted in the Union Army and participated in ten battles and was mustered out after three years and three months' service, then entered the service of the Government, running a locomotive out of Nashville, Tenn., until the close of the war. He then entered the service of the Terre Haute & Richmond R. R. as fireman, and was promoted in about six months, remaining in the serv-



BRO. W. J. CRUSEN, DIV. 88.



BRO. J. W. LAMBERT, DIV. 88.

ice of this company till 1867, when he quit the service and built a boat called the "Reindeer," which he ran for about a year; the boat took fire and burned up, putting him out of business. He again went to running a locomotive on what is now the "Big Four" out of Mattoon, Ill., remaining there nine months, and on account of the kind of train orders that were being issued, was compelled to jump off his engine three times in one week, and thought it was about time to quit.

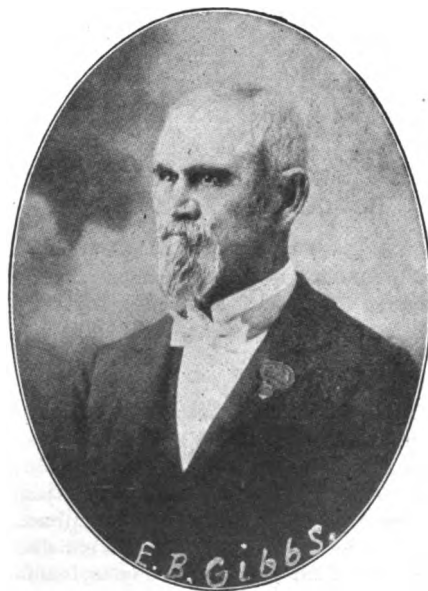
He then entered the service of the Wabash, remaining there till 1881, when he went to the Union Pacific, where he held continuous service out of North Platte, Neb., for nearly 28 years, when he was retired and was placed on a pension by the company. In all he has run an engine nearly 43 years. In 1866 he joined the old Div. 9 of the Brotherhood of the Footboard, Terre Haute, Ind.

John W. Lambert was born May 30, 1848, in Richland Township, Logan county, Ohio. He was raised on a farm and at the age of 14 he enlisted in the Union Army, and because of his extreme youth his father procured his discharge. While yet in his 14th year he entered the service of the Sandusky, Dayton & Cin-

cinnati R. R., his work being washing waste. During the same year he was promoted to wiping and boiler washing and was firing a switch engine. Being of an energetic disposition, during the summer he fired a switch engine day times and he rented a piece of land and planted it to corn and cultivated it at night, using his engine lanterns to light his work.

In 1868 he went to the Union Pacific and fired out of Cheyenne, and was promoted the same year and was finally permanently located on the second district, where he pulled freight and passenger between Grand Island and North Platte, Neb., for over 25 years. He left the service of the company in 1900 and has since devoted his time to his personal business, and through his investments and foresight has procured enough of this world's goods to be considered a wealthy man. He became a member of Div. 88 by initiation in 1871, and at present he is the third oldest living engineer having been employed by the Union Pacific R. R.

Edward N. Gibbs was born March 13, 1834, on a farm at Sandwich, Barnstable county, Mass. He entered the Taunton Locomotive Works in 1852 as a machinist apprentice, completing his time in 1857,



BRO. E. B. GIBBS, DIV. 88.

when he went to Wisconsin and fired a short time on what is now the C., M. & St. P., leaving there the same year and working in a shop at Michigan City, on what is now the Monon. Leaving there he went to the Hannibal & St. Joe and commenced running the latter part of 1857, ran there till 1863, was with the Kansas City, St. Joe & Council Bluffs till 1868, when he went to the St. Louis Iron Mountain at Arkansas City in charge of engines. In 1872 he went to St. Louis as master mechanic for the Missouri Pacific. The same year he went to Louisville as master mechanic for the L. C. L. In 1875 he returned to Arkansas City, remaining there in charge of engines till 1878, and then went to St. Joe, where he had charge of engines for the St. Joe & Des Moines. He went to the Union Pacific in the spring of 1880. In 1883 was promoted and had charge of the roundhouse, soon after was made master mechanic, which position he held till 1891 when he went to Portland, Ore., and was master mechanic of the O. R. & N. till 1894, when he returned to North Platte, Neb., working in the shop until retired on account of age in 1904. He became a member of the Brotherhood in 1866 by initiation in Div. 23 then at Brookfield, Mo.

The presentation of the G. I. D. badges was made to Brothers Crusen, Lambert and Gibbs at an informal smoker held in the B. of L. E. Hall at North Platte, Neb., December 27, 1911.

Div. 88.

Bro. Chester A. Smith, Div. 77.

NEW HAVEN, CONN., NOV. 21, 1912.

EDITOR JOURNAL: The photo accompanying this letter represents Div. 77's first member to receive a G. I. D. badge, a token of which he feels extremely proud.

Chester A. Smith (better known to his intimates as "Charlie"), was born October 2, 1845, in Luzerne county, Pa.; lived and worked on a farm until he was 16 years old. He then became imbued with the spirit of patriotism and enlisted in Co. K, 52nd Regiment, Pennsylvania Volunteers; served for three years and

was discharged August 26, 1862, on account of sickness.

Commenced his railroad career as a fireman on the D., L. & W. out of Scranton in the spring of 1863; fired here for eight months; resigned and secured a position on the U. S. M. R. R. out of Alexandria, Va. Stayed there one year and was transferred to Nashville, Tenn. Was there three months and returned to Alexandria and stayed there until the close of the war and all government property was sold.



BRO. CHESTER A. SMITH, DIV. 77.

Went to Baltimore with two engines that the N. C. R. W. bought; worked there for three months and then secured a job on the P. & E. out of Sunbury. Fired there for five months and was promoted to engineer August 27, 1866. Ran there for seven years and had a collision and got through.

Next went to Logansport, Ind., and got a job out of there September 11, 1873, remaining there until the strike in the winter of 1873 and 1874. He was out of work until June 1, 1874, when he secured a position on the N. Y., N. H. & H. R., where he still remains an honored and respected member of his profession. He is still hale and hearty and to all

appearances good for a good many years to come.

Brother Smith joined Div. 41, Elmira, N. Y., June, 1868, from which he took a withdrawal card to help organize Div. 98 at Sunbury, Pa., with which Division he remained until September, 1874, when he transferred to Div. 77, where he still remains an honored member and the president of our Mutual Aid Association.

Brother Smith joined the B. of L. E. Insurance July, 1868, and has in his possession membership certificate No. 1811, which he prizes very highly.

In all those years of railroading Brother Smith has never had a passenger killed on any train he has ever run, and only one brakeman. He has run one train out of New Haven for the last 24 years, a record of which he may feel proud.

Hoping the above facts may prove interesting to you and our Brothers in general, I remain

Fraternally yours,
"WESTERN."

Philo P. Marshall Retires.

Philo P. Marshall, 70, with a record of 48 years' service without a reprimand, is about to retire on the pension list of the Boston & Albany Railroad with a record which is considered little short of marvelous by the officials. Having worked his way through all the various stages of railroading, he is soon to retire as the trusted engineer of the Twentieth Century limited, considered the fastest and most perfectly appointed train in the world.

Born in Germantown, Columbia county, N. Y., Nov. 4, 1842, he attended the public schools of Van Rensselaer, N. Y., till he was 15 years of age, when he entered the employ of the Boston & Albany Railroad as a water boy on the passenger trains running between Albany and Springfield. At the outbreak of the Civil War he joined Co. B of the 43d New York Regiment, and came through with a fine record, having served in some of the fiercest battles in the war, such as Fair Haven and Gettysburg.

Re-entering the employ of the Boston & Albany in 1864 as fireman, he was kept at the crude and old-fashioned method of stoking, then in use, for six years, throwing into the firebox large pieces of cordwood cut into three-foot lengths. In 1870 he became an engineer on the "St. Lawrence," which, though a wonderful engine for that day, weighed only 40 tons, fully 231,000 pounds lighter than the superheaters of today. When engines began to take on something of the size of those in use today, Mr. Marshall was put in charge of a fast



BRO. PHILO MARSHALL, DIV. 59.

freight, and found it no unusual experience to be held up all night by a snowdrift. On April 6, 1891, he graduated from the freight engines and took over a passenger engine.

It was at this time that the most sensational event in his long career took place, for when running into Westfield one night with train No. 49 the engine was thrown off the track and down a steep bank by a pile of ties which had been placed on the track. The engine turned a complete somersault before coming to rest at the foot of the bank, but neither Mr. Marshall nor his fireman was injured. The escape was considered as providential, and he was at once given three

months' vacation by the president of the road, William Bliss, who was greatly revered by his men. Thus for the only time in his career he was laid off in order that he might overcome the tremendous nervous shock he had undergone.

From 1894 till 1909 he ran passenger train No. 10, and his record of 16 years' continual service as driver of one train is considered as hardly less remarkable than his 48 years of uninterrupted service. In 1909 he was successful in his bid to become the engineer of the new Twentieth Century limited, and as driver of that wonderful train he has had an unexcelled record, especially in his ability to make up lost time.

Were it not for the old-age rule, Mr. Marshall would still be driving, as he is considered to be as efficient today as ever. Though the eye is the first organ to be affected by old age, Mr. Marshall has the reputation of having the best vision of any man in the railroad's employ, and never once has been conditioned in the severe tests which the railroad imposes annually for sight, hearing, and recognition of colors.

Mr. Marshall's son, William N., has begun an equally good record of railroad service, and is now the night train dispatcher in the Granite building of this city. The father will probably take up his home in Rensselaer, with occasional trips to various parts of the country, in which railroad men all over will be glad to turn out and give him a cordial welcome.—*Springfield, Mass., Republican.*

Record of Bro. J. A. Bolick, Div. 267.

ASHEVILLE, N. C., Dec. 5, 1912.

EDITOR JOURNAL: Bro. J. A. Bolick was born in Catawba county, N. C., Dec. 6, 1872, and was educated in the common schools. He entered the service of the old Richmond & Danville Railway Co. Nov. 7, 1888, as fireman. Was promoted to engineer January 18, 1891, and has served continuously in all branches of engine service on the Asheville division of the Southern Railway since, with the exception of the year 1907, when he served as trainmaster of the Asheville division and was known as one of the

best trainmasters the Southern has ever had.

He has always been an enthusiastic member of Div. 267, B. of L. E., and has served the Division well wherever placed. He has carried the full amount of insurance and has entreated the other Brothers to do the same.

He has given a great deal of his time and talent to secret orders and is one of the best informed Masons in our State. He has served long as Master of his Masonic Lodge, Chancellor Commander of



BRO. J. A. BOLICK, DIV. 267.

the K. of P., and Council Commander of the W. O. W.

He takes a great deal of interest in his home life and has an interesting family, consisting of his good wife and six sons. He is a leader in church work and also takes great interest in politics, both national and local. He has served his town as Alderman and Mayor and brought around many needed reforms.

He has always been a great admirer of Governor Wilson and did all in his power to bring about his nomination and election.

In August of this year he was in mass meeting of the Democrats of Polk county, assembled to nominate county



BRO. EDWIN TINSLEY, DIV. 133.

officers, and was nominated by acclamation to represent Polk county in the next State Legislature, and was elected by the largest majority ever given a candidate in Polk county.

Bro. Edwin Tinsley, Div. 133.

HAMILTON, ONT., NOV. 15, 1912.

EDITOR JOURNAL: Enclosed please find photo of Bro. Edwin Tinsley, one of our old members.

Brother Tinsley was 38 years and 3 months in the service of the Great Western and Grand Trunk Railways. He is now 79 years of age and is hale and hearty. At present, and since 1895 he has filled the position of chief fish and game warden for this Dominion of Canada. He was an engineer for 25 years on the Great Western (since absorbed by the Grand Trunk) and Grand Trunk, resigning to take the above position. He joined Div. 133 in 1870 and has filled about all the official positions. He was chief engineer for several years, and F. A. E. and Secretary of Insurance for many; was delegate to conventions in 1882, 1884 and 1888. Our late Grand Chief Brother Arthur appointed him member of the executive committee at Richmond. Brother Tinsley was also chairman of the

(as then called) grievance committee of the Great Western Railway, and after the consolidation with the Grand Trunk was chairman of the southern division and until he left the service had the pleasure, of which he is very proud, of working in conjunction with Bro. D. Cameron, chairman of the G. C. of A. of the Grand Trunk.

You will see by the above that our very esteemed Brother has been working for our Order. May we have many like him, and may he long be spared. I had the pleasure of firing for Brother Tinsley in 1870, and we spent many happy days together in the cab.

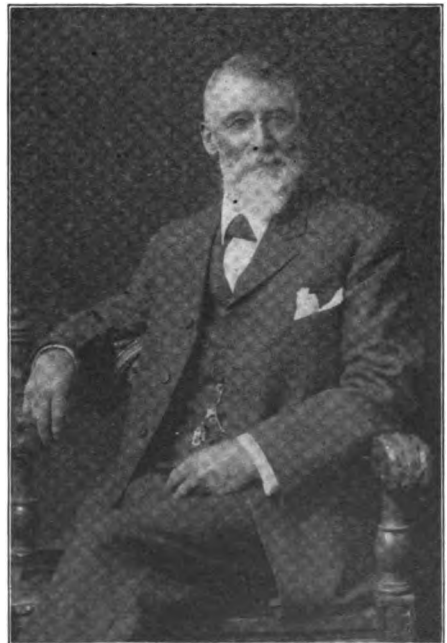
By his photo you may see him smiling.

Yours fraternally,
WILLIAM PITT, Div. 133.

Bro. B. B. Hill, Div. 488.

Bro. B. B. Hill, member of Div. 488, Grand Junction, Colo., was a charter member of Div. 15, Buffalo, N. Y., organized in 1863.

He began his railroad life in 1857, when wood was the principal fuel, and the old hook motion engines were the rule. He has seen all of the struggle of the B. of



BRO. B. B. HILL, DIV. 488.

L. E. to make a place for itself, and the betterments which have come to the locomotive engineers because of it. He has always been a loyal member and had his 80th birthday on October 13, 1912. He is among the oldest who joined the Order in the first year of its existence, and perhaps the oldest in this part of the country. His early railroad life if told, would read like a romance.

Fraternally yours,
E. M. GILPATRICK, Div. 488.

—♦♦—
Bro. L. J. Ziegenfus, Div. 125.

Bro. Louis J. Ziegenfus, member of Div. 125, Clinton, Ia., has been retired on pension, and an old friend associated with the Iowa Printing Company writes the following letter relative to the life work of our Brother Ziegenfus:

"Mr. Ziegenfus is a Pennsylvania Dutchman, with all the good qualities of mind and heart, the faithfulness and earnestness, loyalty and patriotism that such title stands for in America.

"He was born in Dauphin county, Pa., February 13, 1842, coming with his parents to Iowa in April, 1851, settling on a farm in Linn county where Lisbon now is. He lived the usual life of a country boy, getting only a meager education,



BRO. L. J. ZIEGENFUS, DIV. 125.

which he has added to materially by constant study and observation all the years of his life, till he is possessed of the ability to write well, do the necessary stunts with figures and to judge men and measures, to understand the laws governing nations and society.

"When President Lincoln made his first call for 75,000 volunteers for three months services on April 15, 1861, he enlisted in the service in Co. K., First Iowa Vol. Infantry, serving until mustered out at St. Louis at expiration of term. In this service he campaigned all through Missouri and Northern Arkansas. The only heavy battle during this enlistment was at Wilson's Creek, or as sometimes called, Springfield, Missouri. He re-enlisted for three years in Co. F, 13th Iowa Vol. Infantry, September 17, 1861, and was mustered out at Chattanooga, Tenn., November 1, 1864.

"During this enlistment he engaged in the battles of Shiloh, Corinth, siege of Vicksburg, all under the command of General Grant. After General Sherman took command of the army he was engaged in the series of battles from Chattanooga to and including the siege and fall of Atlanta.

"His railway record reads like a romance, for he applied to the Northwestern at Clinton, on returning from the war, was accepted and began firing a locomotive for the company in and out of Clinton November 12, 1864, being promoted to be an engineer May 1, 1867, running a freight engine for 17 years, in the old wood-burning and single-track days. Then he entered the passenger service, and from that time to the date of his retirement, March 1, 1912, continued the wonderfully splendid record that he never killed nor injured a passenger, never was suspended or censured by an official of the company nor reprimanded for any reason, and held and holds the esteem of all the officers of the company, as well as his fellow-men, proof of which is that he holds some remarkably pleasantly worded letters from the high officials of the road, while his friends are legion among the men, from the track laborer up through the line to the most skilled.

"But in his labor for and with his fellow workmen, trying to better their condition and secure for them the best of terms with employers, he seems to have done some of the best work of his life. Of course he has always been an earnest member of the Brotherhood of Locomotive Engineers, easily recognized as the peer of all labor organizations. He joined that Order in 1869, when it was far from being popular to do so—in fact, when it was almost equal to a discharge by the company to be known to be connected with it. Thus, he was one of the first members of Division 125, located in Clinton, which Division has furnished so many eminent men in the labor world.

"By this society he was early selected as a delegate and has attended conventions at Philadelphia in 1873; Cleveland, (special) 1874; Detroit, 1876; Atlanta, 1889; St. Paul, 1894; Ottawa, 1896; St. Louis, 1898.

"He was chosen Vice-President of the Insurance Department at St. Paul, and held that office until the Norfolk Convention in 1902.

"For many years he was Chairman of the General Committee of Adjustment of the B. of L. E. on the entire C. & N. W. system, and for four years was salaried chairman, giving his entire time to the work and interests of both men and company, for he never could understand how the men could be prosperous and the company not.

"His splendid work in the Brotherhood brought him just recognition and he was made honorary member of the Grand International Brotherhood of Locomotive Engineers for his 40 years of active service by vote of the Grand Division, and was given a magnificent gold badge, which entitles him to admission at all times as an honorary member.

"Mr. Ziegenfus, in sympathy with those who become disabled in railroad service, was early in the field as an advocate of a home for the aged and disabled; and in 1897 he was elected a trustee of the Highland Park Home.

"At first the building was a poor, dilapidated structure, an old residence, acquired with the site, and the movement

was neither popular with the 'broken rails' or with the bodies of railroad men from whom the main support now comes; so, the task of building and organizing was not the pleasantest or most encouraging in the world, but today there is a splendid fireproof structure, costing over \$100,000, with fine grounds and a sufficient reserve fund to maintain.

"A splendid family of children have grown into citizens of worth and standing in the communities where they reside, under the direction of his teachings, and he leaves the service of the company he labored for so long and faithfully, having a personal record perhaps never equaled, with his name prominently remaining on the roll of the company, for Bert L. has served the company 25 years, the last 15 as engineer on the Iowa Division; Paul H. has been a brakeman and conductor on the Galena Division for 13 years, and David G. has been fireman and engineer for 10 years, so that the Ziegenfus name will doubtless many days to come find its way on to Northwestern pay checks.

"Way back in boyhood days in Colorado I knew a member of the family, a splendid fellow, an editor of recognized ability, and when fate threw Lew Ziegenfus and I together years ago here I found in him, his riper judgment, gained by his maturer years, another friend to depend upon at any and all times; and so it has been ever, as I have followed his life the past 30 years, and have seen him in pleasant or trying times, that I have learned to look upon him as one of the men of the world who has made good in the walk of life where Destiny placed him, and the battles of the mechanic, of the laborer, of the student of human nature call for as great valor and earnest heroism as do those of the statesman, the master of finance, or the dreamer of pleasant dreams.

"EDITOR OF *This Period.*"

Bro. A. M. Garner Retired.

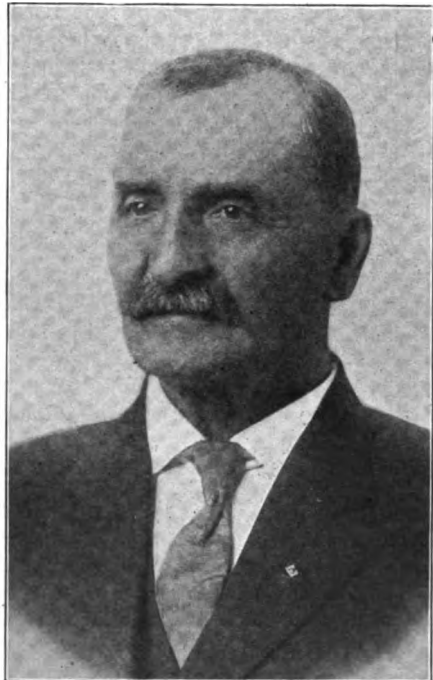
MATTOON, ILL., Oct. 4, 1912.

EDITOR JOURNAL: Enclosed find picture of Bro. A. M. Garner, who is well known to members in other vicinities that

would be pleased to know of him through the JOURNAL.

Bro. A. M. (Mon) Garner, one of the oldest and best known engineers on the Big Four, has quit the service of the company, taking effect September 1, after 30 years of activity. Failing health the past year from rheumatism compelled him to retire.

Brother Garner is 65 years of age. He has been Insurance Secretary of Div. 37 10 years, has served as delegate, and



BRO. A. M. GARNER, DIV. 37.

several years on the G. C. of A., and has been a member of the B. of L. E. 30 years.

Brother Garner was born on a farm in St. Joseph county, Indiana, in 1848. At the age of 15 he enlisted in the First Ohio Cavalry, with which he served three years and nine months, participating in 26 heavy engagements and 52 battles.

January 1, 1870, Brother Garner took employment as a fireman on the old C. C. & I. R. R., now a division of the Big Four, and was promoted to the right side in 1875.

January 3, 1882, Brother Garner made

his first trip out of Mattoon on freight. After several years he was given a fast passenger run, which he held some years, becoming known as one of the best runners on the division.

In a disastrous wreck at Okalla, July, 1905, Brother Garner sustained injuries which at first it was feared would prove fatal. He pulled through, thanks to the brawn and rugged constitution accumulated during early life. Later he was given a local passenger run between Mattoon and Indianapolis, which he is now compelled with many regrets to leave.

The veteran engineer has figured in other serious wrecks: one on Whalen's Curve, and one on the West End.

Brother Garner has the good-will of all who know him, and it is much regretted that he must retire from active service.

Yours fraternally,

W. H. MORRIS, S.-T. Div. 37.

Railroad Men's Home.

HIGHLAND PARK, ILL., December 1, 1912.

EDITOR JOURNAL: The following contributions were received at the Home during the month of November, 1912:

SUMMARY.

Grand Division, B. of L. E.	\$1263 10
Grand Division O. R. C.	185 00
Grand Lodge, B. of R. T.	76 00
O. R. C. Divisions	12 00
B. of L. E. Divisions	10 00
B. of L. F. & E. Auxiliary	2 00
From the members of Lodge 560, B. R. T.	9 30
Geneva Farm, miscellaneous	8 00
James Costello, Div. 270, O. R. C.	1 00
Alfred S. Lunt, Div. 456, B. of R. T.	1 00
J. F. Clark, Div. 441, O. R. C.	1 00
C. S. McKay, Div. 119, B. of L. E.	1 00
W. J. Van Hees, Div. 193, B. of L. E.	1 00
J. C. Van Hees, Div. 159, B. of L. F. & E.	1 00
Sam Robinson, Div. 173, O. R. C.	1 00
A. Plischer, Div. 585, B. of L. F. & E.	1 00
Dan McCoughrin, Div. 267, O. R. C.	1 00
Total	\$2174 40

MISCELLANEOUS.

Fifteen dollars from Div. 29, B. of L. E. for the purpose of erecting a headstone over the grave of the late Bro. M. M. Zumbrun.

One quilt from Div. 8, L. A. to O. R. C., Sunbury, Pa.

One quilt from Spencer Div. 363, G. I. A., Spencer, N. C.

One quilt from Lodge 185, L. S. to B. of L. F. & E., Marshall, Tex.

Two cartons smoking tobacco from Carl Grant, Ravinia, Ill.

Ten bags potatoes from Brother Curtis, Div. 118, O. R. C.

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas. & Mgr.,
Railroad Men's Home.



BRO. W. J. NYE, SON, DIV. 240, H. F. NYE, GRANDSON, W. NYE, SR.,
DIV. 240, W. G. NYE., GREAT GRANDSON.

Four Generations.

SARNIA TUNNEL, ONT., CAN., NOV. 25, 1912.

EDITOR JOURNAL: Inclosed find a photo of four generations. Right-hand one is William Nye, Sr., a charter member of Div. 240; left one my son, William J. Nye, Div. 240, and grandson, H. F. Nye, and great grandson, W. G. Nye.

William Nye, Sr., started running in Montreal in 1873, and came to Stratford in 1876. Was made a member of Div. 188 and went to Point Edward in 1883.

I am still in Sarnia, but unable to work on account of rheumatism, and have been out of actual service for 10 years.

Yours fraternally,
WM. NYE, SR., Div. 240.

My Experience as a Boss.

J. W. READING.

(Continued from December JOURNAL.)

After the close of the Civil War the lumber business in the lower peninsula

of the State of Michigan grew by leaps and bounds. Men with more or less knowledge of the lumber manufacturing business were early in the field and through their efforts capital was interested and land grants were given to railway companies as an inducement to help the lumber kings in the matter of transportation.

Millions of feet of lumber reached the great markets of the world by the way of water routes, Michigan being an especially favored state for water shipments. During the life of the pine lumbering industry probably fully two-thirds of the timber was rafted in the log down the various rivers to mammoth mills erected near the shores of the Great Lakes.

A large number of the lumbering companies put in narrow gauge railways to get their timber from the woods to mill or to get their lumber from mill to boat docks.

When the standard gauge roads were extended into the lumbering districts many of the manufacturers had their private lines made standard for their convenience in the exchange of traffic.

The power most generally used in the narrow gauge traffic was what was called a geared or "Shay" locomotive. These engines were particularly adapted for the short curves and the up and down hill tracks that were continually being torn up and relaid here and there so as to save long log hauls by team.

When I went to the G. R. & I. in the summer of 1882 the lumber business was at its zenith. The great tracts of beautiful standing pine were falling everywhere. Mills with a capacity of getting out 100,000 feet or possibly more of lumber every 10 hours were the rule rather than the exception.

All of the larger mills had great sheet iron burners for disposing of the refuse from the mill by large chain or link carriers and dumped into the burners,

In the earlier days of the lumber industry nothing but the best was selected. Millions of feet of pine were ruthlessly destroyed that would be worth millions of dollars today to the people of these United States. It was not until the early nineties that a sense of this loss began to pervade the brains of the lumber barons, and with the coming of more economy in the waste from the mills a very large percentage of what had hitherto gone to the burners was manufactured into lath, shingles, second and third grade lumber, etc.

In the earlier lumbering days many owners of tracts of pine land appeared to be "near-sighted" when lumbering near the line that separated their holdings from those still owned by the government. The state had officers whose duty it was to look after and arrest short-sighted thieves who here and there "swiped" a valuable white pine tree. History has it that there were many collusions between officers and the purloiners of government timber and history fails to note where severe justice was meted out to the thieves when caught at their game.

One of the many early lumber kings noted for his ability to dodge the officers was president of the Lumber Line at the time I assumed the honor of being its superintendent.

The president was in very poor health when I ascended to the throne and died not long afterwards. I never met him personally, but heard much of his superior business ability. It was his money or, at least nearly all of it, that built the Lumber Line. He had great pine land holdings to reach and made his railway standard gauge hoping that the line might be of commercial value after the timber was gone. There had been expended for track, equipment, etc., up to the time of my arrival nearly \$400,000—\$260,000 being furnished by the president. A few others who had lumbering interests along or near the line furnished the balance. The local mill owner who wanted my carpenters discharged had about \$60,000 invested.

The president took an active interest in the road's affairs until his health be-

gan to fail, then he put a nephew in full charge. This nephew took on the title of traffic manager, and soon after his advent to the office asked for the resignation of the superintendent who had managed the road's affairs from the time of its construction. The old superintendent was a mechanic and during the seventies was employed as an engineer on the G. R. & I. railway, at which time he was active in the affairs of the B. of L. E.

The new traffic manager, or what might have been better termed general manager, selected a trainman from the Pere Marquette Company to supersede the old mechanic.

The new superintendent was a much better "grafter" than mechanic. He early wormed himself into the good graces of the T. M.; so much so in fact that he asked for a loan of \$50 and got it. Then he got busy with the parties who did repair work and furnished supplies for the company. "How much of a rakeoff is there in this for me?" was a confidential whisper he would spit into the ears of various parties who were striving for a share of the road's business. The T. M. did not "tumble" until he got "stung" so badly that the injury is probably not healed yet.

The T. M. had considerable wood of his own cut stove length along the line, and the new superintendent, believing a car load would never be missed, had a car placed near the T. M.'s wood. Then had the section men load it. The conductor was asked to make no report of the movement of the car. When loaded it was taken to the terminal city and the section men were again utilized in getting the wood from the car to the superintendent's home.

How the T. M. got wind of what transpired I do not know, but I do know that it was only five or six months after the trainman was made superintendent until the T. M. was asking the G. R. & I. Company to recommend a man with some practical mechanical ability to go up in the woods to help manage the company's affairs. It was at this juncture, as heretofore stated, that I came into the "limelight."

It is said that when one's "confidence is betrayed we can never wholly trust again." It was some time after I went to the L. L. before I realized how suspicious the T. M. was of all my movements. On one occasion after having inspected a fine lot of cross-ties I said to his lordship, "Those ties are the finest that I have so far inspected."

Without making an immediate answer, he reached out and took off my hat and began to examine it, saying as he did so:

"Is it a new one?"

I said, "Not exactly. Why?"

"Oh," he said, "I did not know but it was a present from the owner of the ties."

I answered that it was not a present, and that I did not expect any presents from persons doing business with the company; that the only person I should look to for any kind of a tribute would be himself.

It would have been clearly within my reach to have added to my income by working the graft game, and it would not have been necessary in all cases for me to solicit it either.

The old president of the Lumber Line had two sons, the older of which was a man of much promise. He was bright and quick in business matters and something of a genius along mechanical lines. He was very much respected by all who knew him and it was thought by his many friends that when the father passed out this oldest of the two sons would take up the many threads of his great business and handle them skillfully and successfully.

Within a very short time after I went to the Lumber Line this older son was taken seriously ill, and in spite of the best medical skill lived less than 48 hours.

The boy's death was a terrific blow on the father's health, and no doubt hastened his demise. The father died inside of a year afterwards.

The younger of the two sons was the exact opposite of his older brother. He had no special business qualifications, nor had he the faculty of making and holding friends. I did not meet him at any time in a business way. I always

sized him up as something in the nature of a social ornament that was "picked before he was ripe." He succeeded to the presidency of the Lumber Line, which was a very brilliant addition—I don't think.

He was of no particular benefit, nor was he of any particular detriment, unless he was given a salary out of the road's earnings. I know nothing about his compensation, but believe that one cent a day would have covered any personal service that he may have contributed. I had then and have now about as much love for him as I had then and have now for that local mill owner.

I had been with the company nearly three years and everything was going along smoothly with the exception that the earnings had begun to fall off on account of the decrease in the amount of pine timber we were moving.

We had somewhat increased our outside business with the G. R. & I. and Pere Marquette by delivering to these companies hemlock bark, wood, cedar telegraph poles, fence posts, potatoes, and other products from farm and woodland that came to us after we had added the 20 additional miles to the original 41 that were in operation when I took charge; yet, we were not on the whole showing the net earnings that were formerly shown.

Expenditures for repairs and material were slowly increasing. The ties in the older portion of the track were in bad condition. Material for car and engine repairs, bridge and building renewals were necessary in increased quantities.

About this time an effort was made to get the owners to advance enough money to extend the line about eight miles farther to connect with the main line of the Ann Arbor Railway, but nothing came of it. Another effort was made later on. It was proposed by the stockholders that \$50,000 be raised, each one contributing an equal amount; and it would have gone through only for that local mill owner who refused to contribute a cent.

It was evident to me long before this, however, that there was no future for

the road and I would have resigned at any time had some kind of a position been tendered me elsewhere. I had considerable concern for my foreman, Frank J. Rau. I had taken him from a good position in the G. R. & I. shops and feared that the time was nearing when we both would be looking for employment.

We were having work enough to keep our locomotives in service; in fact, when one of our engines was held in for repairs we had difficulty in handling the work.

Mr. Rau was not always busy when our power was away from the home terminal. This made it necessary for him to put in considerable night and Sunday work. The major portion of his time, when not busy in the roundhouse, was taken up with the machine-shop work, as heretofore stated. The traffic manager was told that Mr. Rau did nothing but sit around and draw his pay.

This information was handed out by the son of one of the stockholders whom I had placed on as a conductor by a direct request of the T. M. This son of his "Dad's" was no better and perhaps no worse, as far as principle was concerned, than the rest of the "push" that built the Lumber Line.

Mr. Rau had said something to this son-of-a-gun that had offended his dignity and he sought Mr. Rau's scalp through the influence of his "Dad's" interest in the "pike."

The T. M. came to me one afternoon and said:

"I want you to discharge Rau."

"What is the matter with Rau?" said I.

"Oh, nothing; only you have not got work for him."

"How do you know?" said I.

Then he said, "Word has come to me through one of the stockholders that Mr. Rau does not earn his salt, and I want you to discharge him," and continued, "I think I have the right to say whether he shall continue in the service of the company or not."

"Shall I discharge him at once?" said I.

"Yes," said he.

"I will think about it," I said.

Feeling as I did about this time for the future of the L. L., I did not have nearly so much interest in keeping Mr. Rau with me as I did in getting him back

with the G. R. & I., or helping him to secure a position with some other company that would appreciate his ability.

At my first opportunity after this last meeting with the T. M. I went down to the G. R. & I. shops in Grand Rapids and asked "Jim" Keegan if he had a place for Frank Rau.

"What is the matter with Frank?" said Jim.

Then I related the whole circumstance.

Then Jim said, "Why in h— don't that old farmer up there plant some corn and potatoes near the roundhouse and then when Frank is not busy at shop or engine work he can put in his spare time cultivating the crops. Send him down here to me. I need a man right now to take charge of the Cadillac roundhouse and Frank is just the kind of a fellow I want. Tell him that I will request his services through a letter that will be mailed today."

Of all the things that gave me any degree of pleasure while I was in charge of the Lumber Line, this offer of Mr. Keegan's to take care of Frank was the greatest.

I did not tell Frank that the T. M. had ordered his discharge, but said to him:

"Frank, Mr. Keegan wants you to go to Cadillac and take charge of the roundhouse. You will hear from him by letter. I advise that you accept the position, as the pay is good and there is no doubt in my mind but what your salary will be made better within a short time. There is no future for either you or me here, and I regret that I have not got the refusal of a position equally as good."

Mr. Rau has been back with the G. R. & I. people about 11 years. He has made good since taking charge of the locomotive work at the Cadillac terminal, and in appreciation of his services the G. R. & I. people have made a decided advance in his pay. I hope the G. R. & I. Company will find something still better for Mr. Rau in the early future.

It was only a short time after Mr. Rau left me until the traffic manager was asked to resign. This was a surprise for me. However, I did not worry any over losing him. I had no particular respect for either the ex-T. M. or my position, and consequently figured that I was not going to lose much if the new T. M. desired to change superintendents.

(To be continued.)



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 227 18th avenue, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 1509 Morse avenue North Side, Chicago, Ill.

The Old and the New.

That wily old grandpa, we call Father Time,
Has been chasing us on without reason or rhyme
Until nineteen twelve has met with its doom
And vanished forever in time's yawning tomb!
The birds and the flowers that welcomed its birth
Sing and blossom no more on the bosom of earth.
They are gone, and the wall of the chill wintry
blast
Sweeps like the sound of a requiem past.

What did you bring us and what did you leave?
Sunshine and shadow, you did not deceive—
For life has all changes—is joyous or drear;
Like the seasons that follow to make up the year—
Many more cycles will swiftly roll past
With changes and sunshine and gloom like the
last

Oh, year that is vanished! We bid thee farewell,
As the chill winds of winter are sounding thy
knell.

Then welcome the new, look not at the past,
Let hope, like a beacon, cheer on to the last.
Good, noble plans on a new leaf we'll write,

And all the stained records we'll put out of sight.
Let each ask for help some new kindness to show
And if there are hatchets, let's bury them low,
Life is too short to hold malice or spite;
If we love one another, all will be right.

May this New Year be, of all others the best.
And our principle "charity" stand a good test.
For our dear, helpless orphans respond to the call—
By real, earnest effort we can help one and all.
This year, too, will pass like those gone before
Let this good deed be done when we reckon the
score.

So, "A Happy New Year" is the message I send
To each one who reads, whether Sister or friend.

MARY E. CASSELL.

New Year Greetings.

When this letter of greetings reaches you, my Sisters, Christmas Day, the happiest day in all the year, will have passed into history. Stop! Did I say "the happiest day?" If so, I was not quite truthful, for believe me when I say that just now every day is filled with joy and happiness. We look upon Christmas Day as one set aside for joy because of the custom of giving pleasure to others by presenting loving tokens and speaking words of good cheer where'er we go. Unconsciously the members of this beloved Order are making for me a succession of Christmas Days by giving liberally of their fund, both of money and kind wishes, for the success of our great purpose—the founding of the fund for dependent orphan children.

Already when barely thirty days old the donation to this fund has reached the \$3,000 mark, with pledges for twice that amount to be redeemed before the list of donors is closed. Only three Divisions have written us saying they will not donate, believing they have enough of such work in their own especial Division to attend to. To these Divisions we wish to say—"Let us help you if you are so burdened. If the claim is good and the case comes under the rules that govern our liberality I can promise you the request will not be turned down. We banded together to help one another in times of need. That which is a burden for one small Division becomes a trifle to us all. Come, join the advancing throng, be a part of this great work. Do your duty by contributing to the founding of this fund and trust to the

honesty of our membership in providing for your needy ones in proportion to your charity toward others. It is a glorious work, worthy of the efforts of every woman."

I know it is not necessary for me to say here how gratified I am with the progress made by the G. I. A. since its organization. Every interested member knows what wonderful work has been done and still you see I am ambitious for even greater achievements. I hope to live long enough to see this great ambition realized, when we will be able to help our young widows provide for their children, if left unprovided for.

Allow me to take this opportunity to thank my associate Grand Officers for their messages of love and good-will sent to me on the occasion of the twenty-fifth anniversary of the Order and of my election to the office of Grand President. It is my earnest desire to continue to deserve their confidence and fidelity, also the confidence and love of our members. They have honored me by supporting my every suggestion. I shall try to continue to guide them with love and faith in them, knowing they will strive to keep our name at the head of the list of women's orders and our example an ideal for other orders to strive for. To all Grand Officers and Sisters I wish a happy and prosperous New Year.

December 5, Crescent Div. 1 celebrated its twenty-fifth anniversary by holding an all-day session. In the morning we had election of officers, then lunch. After lunch the meeting was turned over to the charter members, with Sister Schlagle in charge. At her command all charter members present retired to the anteroom to prepare for the festivities. By pre-arrangement they had brought with them the souvenirs of twenty-five years ago, and soon returned to the Division room arrayed in all their old-time glory, marching to the tune of "A Hot Time in the Old Town Tonight." Sister Cleveland carried the birthday cake with its crescent and star and its twenty-five candles of purple, blue, red and white.

The program was deeply interesting and amusing. I venture to state that a

happier and noisier crowd never invaded Chicago. We had present eighty of our own members and three guests. All voted it one of our red-letter days. The following verses were read by our Past-President, Sister E. Manning, who is a charter member of Grand Division:

Silver anniversary of Div. 1, by Mrs. C. P. Smith, member of Div. 1, living in Oelwein, Ia. Dedicated to our Grand President, Mrs. W. A. Murdock, and other charter members of Div. 1.

A letter came, one day,
From Sister Murdock far away,
That filled my heart with pleasure plain to see;
Though I was much surprised,
Still I fully realized
The honor that she had conferred on me.

"Some verses I would ask,
So straightway begin your task,
Just what I want I hope to make quite clear;
Understand that prose won't do.
It is rhyme I want from you,
For our silver anniversary drawing near."

One night when all alone,
Within my humble home,
Waiting for a loved one to come back,
Trusting that no ill betide him,
And an All Wise Hand might guide him,
Safely o'er the old Great Western track,

Then I thought of other years
That had brought both joy and tears
As the old clock on the wall ticked to and fro;
Something drove the mist away,
I could see a by-gone day,
As it was just twenty-five long years ago.

There stands a wagon by the road,
It seemed impatient for its load,
They numbered thirty souls in all that day
The wagon looked so gay and bright,
With its purple, red, and blue and white,
As they rode gaily down the winding way.

Even though the way be rough and long,
The driver's heart was brave and strong,
Their gladsome voices sounded near and far,
They sang so loud and clear,
That all around might hear,
As they carried off the crescent and the star.

As the wagon rolled along the ground,
They heard the noise in Puget Sound,
They paused to listen in the State of Maine,
The song that they sent forth
Seemed to reach the frozen North
It echoed o'er the mountain and the plain.

The old song seemed to rise,
And float on toward Southern skies,
It wafted o'er the Gulf of Mexico;
On and on, the old song went,
Filled with its good intent,
To where the palm and sweet magnolias grow.

Then on a later day,
That same wagon came my way,
And 'pon my word—the girls looked good to me,
'Mid all the noise and din,
Somehow I scrambled in,
And that is why I'm here with you today.

Now the wagon-box is lengthened,
And the wheels beneath are strengthened,
We're confident no danger can betide,
Should chilling winds o'ertake me,
That old driver won't forsake me.
Somehow I love to linger by her side.

The Charter Members here
Today will drop a tear,
As they sadly gaze on thirteen vacant seats.
An angel came one day,
They parted on the way,
God be with you 'till we meet.

You, too, will leave your station,
So take the pink carnation,
The emblematic flower they well know;
Near the Savior's feet they'll meet you,
With the same bright smile they'll greet you,
As they did just twenty-five long years ago.

The exercises closed by singing:

Should old acquaintance be forgot
In the days of Auld Lang Syne,
We'll drink a cup of kindness now
For the G. I. A. and thine.

May each Division as it comes its turn
be as happy together as the members of
No. 1 are on its 25th birthday.

MRS. W. A. MURDOCK,
Grand President.

A Few Visits.

Taking in a circle last month it was my privilege to visit Divisions 333, Lorain, 373 Lima, and Div. 65 of Cleveland, O. In each of these Divisions I found a true sisterly spirit prevailing, and each seemed alive to the benefits derived from an organization such as we represent.

It is indeed gratifying to note the interest taken in perfecting the ritual work. At Lima four candidates were initiated, and from their remarks afterwards I believe these members will be a great gain to the Order and the Division. When called upon for remarks in these several Divisions the Insurance feature and the Orphans' fund were dwelt upon, and each Division, by a vote which was unanimous, promised \$1 per member to the Silver Anniversary Fund for orphans.

Our Sisters only need to have a good thing rightly explained to induce them to

fall into line to meet the wishes of our Grand President. Time is well spent in which we use our influence to benefit the helpless little ones. G. VICE-PRES.

New Year's Resolutions.

Most New Year's resolutions fail because they are the wrong ones. People are often surprisingly unaware of their own faults, frailties and mannerisms. The girl of affectionate disposition but untidy habits is likely to resolve to be kind to her mother, when it would be better if she covenanted with herself to keep her room in order. The boy who stands second in his class resolves ambitiously to stand first, when perhaps a determination always to wash his hands before going to the table would be more appreciated. We are all prone to make the resolves that are most attractive to us, and to neglect distasteful matters; and this is one of the reasons for the progress and the discomfort of the world.

If each person could make a New Year's resolution for someone else, there would no doubt be a vast improvement in human conduct, perhaps in human nature. This seems to be an impracticable arrangement. Yet there ought to be ways of giving greater efficiency and durability to New Year's resolutions.

For one thing, nobody should make too many of them. Every one knows what place is paved with good intentions. The more numerous your resolutions, the more likely will you be to feel justified under temptation in breaking any one of them—for you will have others to fall back on. Before you know it they will all be gone. One small and sound resolve, firmly kept, is worth a whole first page of promises in the brand-new diary—*Youth's Companion*.

Union Meetings.

NEW LONDON, CONN.

Several of our members attended the school of instruction at New York, and Mrs. Cook, First Assistant Grand Vice-President, returned with our members and spent a few days in New London, stopping at the home of Sister Shorten.

On the following Sunday our Grand President arrived, and was met at the station by Sisters Cook, Shorten and Able and taken for an auto ride around our picturesque and historical old city.

On November 4, a union meeting was held at Odd Fellows Hall, and in addition to the visiting officers the following Auxiliaries were present: Charter Oak 107, Hartford, Conn.; Ella Miner 177, New Haven, Conn.; Kenerson 224, Wooster, Mass.; What Cheer 118, Providence, R. I. We enjoyed our visitors so much we thought we must make mention of the fact.

The reception held in the morning was informal. Sister Grand President Murdock gave an instructive talk on the Silver Anniversary Fund, which held our best attention. Later, Sisters Richardson, Able and Vickery rendered several pleasing piano duets; conversation and a good sociable time was had and we finished up the morning by escorting our visitors to the Crocker House for dinner.

The afternoon session opened with ritualistic form; one pleasing little feature was the presentation of a carnation by the Sentinel to each Sister when she registered for the afternoon's work. Our Vice-President presided in the absence of our President, Sister Gilson. All the different forms of work were carried out by the home Division except installation, that being worked accurately by What Cheer Div. 118, of Providence, R. I.

Sister Murdock seemed very much pleased with the manner in which we handled the penny drills. During the afternoon a motion was made by Sister G. P. and seconded by Sister First Assistant G. V.-P. that the assembly send a letter of condolence to Sister Gilson, who is at Hanover, N. H., called there by the death of her dear mother. The motion was unanimous.

A sofa pillow and library scarf were raffled off, the proceeds going to defray expenses. The pillow was given by Sister Gramo and won by Sister Geo. Morgan; the scarf was given by Sisters Brickley and Shorten and won by Sister Roath.

Before closing, Sister Shorten presented, in behalf of the Division, the visiting officers each with a souvenir spoon of "Ye

old town mill," erected in 1650. They responded pleasingly.

The members of 412 are proud of their Grand Officers, whom they have had the pleasure of meeting. We love Sister Murdock for her businesslike and commanding kindly manner, and our dear Sister Cook has helped us over all the hard places, and we find her a very efficient source to draw from.

The session closed in regular form. Afterwards, sandwiches and coffee were served to about 100 Sisters.

COR. SEC. 412.

CENTRALIA, ILL.

On Oct. 3, 1912, at Centralia, Ill., with Div. 91 entertaining, the second of the district union meetings was held with a good attendance from Champaign, Clinton, Salem, Chicago and Mattoon. After giving the grand honors to our Grand President, whom everyone was delighted to have with us, we proceeded with our work.

At 12 o'clock we adjourned for lunch, after which we again took up our work. Two candidates were initiated into our Order. Sister Murdock gave us a very interesting talk on the Silver Anniversary Fund, which pleased everyone. The Champaign Sisters repeated the draping of the charter for the benefit of those who had not seen it. After short talks from each Division the meeting closed to meet in Clinton, Ill., in January. Supper was served to the Sisters before leaving for their homes. SEC. DIV. 91.

New Divisions.

On Saturday, November 23, Grand International Auxiliary Division named Citadel D. 526, Auxiliary to Division 753, Brotherhood of Locomotive Engineers, Quebec, was organized with 30 charter members. Mrs. W. A. Murdock, of Chicago, Grand President and founder of the Grand International Auxiliary to the Brotherhood of Locomotive Engineers, presided, assisted by Mrs. J. M. Mains, of Toronto, Grand Vice-President and Organizer of the Dominion. The ladies met in the Engineers' Hall, No. 133 St. Joseph street, at 2 p. m.

At 8 p. m. the ladies met at the Audi-

torium Hall, where a public installation was held, followed by a reception in honor of the executive officers. About 25 locomotive engineers and their wives were present, the medical officer of Div. 753, Dr. E. A. LeBel, being a guest. After the installation Mr. H. O. Blanchet, C. E. of Div. 753, in a few chosen words presented, on behalf of the ladies, to Mrs. Murdock, Grand President, a souvenir which was acknowledged in a feeling manner and with very interesting remarks, noting that the 30,000 women in her organization carried over \$10,000,000 insurance in the Voluntary Relief Association, and also on the occasion of her silver anniversary as being 25 years as continuous President of the organization, an Orphans' Fund was established, affording great relief to orphans of deceased members of the organization.

Grand Vice-President Mrs. Mains was also presented with a souvenir and her remarks of acceptance were also very interesting.

Mrs. J. McTeer was presented with a beautiful bouquet and also made an appropriate speech of acceptance.

At 10:30 p. m. the party proceeded to the banquet hall where a splendid and elegant dinner was served, Mr. Dugal, proprietor of the Auditorium Cafe, being the recipient of warm praises from the guests on the manner in which he and his assistants discharged their respective duties. After the banquet a short period of dancing was indulged in which contributed to the enjoyment of all.

At midnight the party disbanded thoroughly pleased at having participated in such an interesting and pleasant function. Grand Organizer Mrs. Mains left later for maritime points in the interest of her Order and Mrs. Murdock left for her home.

While in the city Mrs. Murdock and Mrs. Mains were the guests of Mr. and Mrs. W. C. Cote, of St. Roch.—*Quebec Daily Telegram*.

El Reno Div. 524.

Thirty ladies, consisting of the wives of the locomotive engineers of El Reno Div. 524, effected an organization of their Division in this city Thursday, November 21.

After election of officers a committee of ladies met the visiting ladies from Chickasha and Shawnee Divisions. Four ladies responded from Chickasha and seven from Shawnee. After receiving the visitors they were escorted to Mac's Cafe, where luncheon was served, covers being laid for 40 ladies. After luncheon the ladies were escorted back to the Masonic hall for the afternoon session and the balance of business and instruction was taken up.

In the evening a very interesting program was rendered, the first being a drill seating the officers and members.

The program consisted of the following numbers:

Address of Welcome—Mrs. W. A. McLain.
Responses—Mrs. Potter, President of Chickasha.
Division—Mrs. Martin, President of Shawnee.
Piano solo—Mrs. J. Cormack.
Reading—Florence Collier.
Piano solo—Bessie and Jessie Artman.
Reading—Francis Hillman.
Vocal solo—Mrs. H. Thom.
Reading—Bessie Artman.
Presentation of souvenir spoon of Oklahoma to Mrs. Oland by Mrs. C. C. Craig.
Response by Mrs. Oland.
Response by Chief Engineer Geo. Wallace.

After the program the ladies escorted their husbands and the visiting ladies to the banquet hall, where dainty refreshments were served.

About 75 ladies and their husbands were present and all expressed themselves as spending a delightful and interesting evening. Friday afternoon the ladies met in I. O. O. F. Hall to transact all unfinished business and instruction carried over from Thursday's session. The Division's name for this city is El Reno Div. 524.

The Sisters enjoyed so much having Sister Oland with us. She was so kind and patient in all her instructions, and proved herself a very capable officer and one that should be appreciated. We were surely proud of her as our Grand Organizer, and we feel honored with the opportunity of having such a capable and congenial Sister to instruct us; her amiable manner and efficiency we can heartily recommend.

The Sisters all seemed to be very much interested in our Auxiliary and we hope to reach the 40 mark before our charter

closes, and we hope to promote friendships and co-operation with the sister Auxiliaries as well as the B. of L. E. and other railroad orders.

MRS. C. C. CRAIG, Sec. Div. 524.

School of Instruction.

Marion Div. 410, Jersey City, N. J., held a school of instruction on Wednesday, October 30, in New York, E. 125th street, in hall 147. Meeting opened at 11 a. m. by Sister Terhune, President, with every one of her officers present.

Sister Murdock, Grand President, and her First Assistant Grand Vice-President, Sister Cook, and Sister Miller, Assistant Grand Vice-President, were with us. Sister Grand President brought regrets from Sister Cassell, G. V.-P., and Sister St. Clair, G. S., as both Sisters were unable to attend, and the Sisters regretted it too. The work done was pleasing, minutes read from last school standing as approved. The Sisters went into the work with a will, as they always do, and few if any mistakes were made; we are calm and deliberate in our work, therefore we do our work well. Some floor work was done in the morning, then along came the dinner hour, and we adjourned until 2 p. m. The Grand President and her two Grand Officers were escorted to the Hotel Sinclair, about two blocks from the hall, where a most delightful dinner was served to over 30 Sisters from 410. Our Guide was the life of the table.

After our hunger was appeased we all returned to the hall where the meeting was again opened at 2:15. The Grand President gave us a talk on the Orphans' Fund, and we were glad she did. Sister Cook and Sister Miller spoke a few words, and we all enjoyed them. Our afternoon work was enjoyed so much; our officers were all in white, and looked too sweet for anything! Sister Grand President gave us cheer and courage and praise for our work.

Our President, Sister Terhune, presented to Sister Murdock, Sisters Cook and Miller a gift each. Sister Murdock said we might think she would forget where she received so many gifts, but this she never did, for she always remem-

bered. Closing time came all too soon, and with the many visiting Sisters the closing ode was sung, and this body of noble women wended their way home.

Long live the G. I. A. and its grand and noble work, is the wish of a Sister of Div. 410.

Casco Bay Division, of Portland, Me., held a school of instruction on November 12, in Pythian Temple. Grand President Murdock and F. A. G. Vice-President Cook were in attendance, as well as visitors from Boston, Worcester, New York, Nashua, Bangor and Waterville. The weather was ideal and when President Cousins sounded the gavel for the opening exercises there were over 100 seated in the hall waiting to salute the Grand Officers with the honors due them.

The ritualistic work was exemplified in a manner which elicited much commendation from our visiting Sisters, and was followed by very able remarks from our Grand President, who gave us a most interesting talk on Insurance, as well as the Silver Anniversary Fund, and we feel that everyone who was within hearing of her voice must make more earnest effort to do their part toward supporting these different branches of our Order, fully realizing that if each one does her part what a grand whole we can be under the leadership of this noble woman.

F. A. G. Vice-President Cook followed with one of her encouraging talks, which was mostly of commendation, but which always serves as an incentive to press forward toward that high mark called "Perfection."

Promptly at 6 p. m. the members descended to the dining-hall, where a delicious banquet was served to 100 members and friends, after which all were entertained by minstrels, under the able direction of Sister Doten, which always assures the success of any entertainment.

These visits of our Grand Officers are red-letter days in the history of our Division, and we trust that ere the close of 1913 we may again have the pleasure of greeting them in Portland, Me.

SEC. DIV. 259.

My Poor Neighbor.

My neighbor hath a lordly pile—
 A palace reared of polished stone,
 In which he lives in lavish style,
 Alone.
 I look upon his wealth and smile
 In rare content, while on my knee
 A wee one rides and crows at me—
 My own!
 My neighbor's is a regal place;
 But, oh! it hath no laughing face
 Of childhood there for sympathy.
 My neighbor's garden blooms are fine:
 They rise in hedges topped with gold.
 And all their radiance is mine.
 I see their blossom-sheaths unfold;
 I breathe their fragrance day by day.
 And, aye, they nod and smile my way,
 Though I be poor.
 My neighbor's lawn is green and wide,
 And here and there a lofty tree
 With spreading arms stands to divide
 Its store of graceful shade with me;
 And oh! I'm sure
 That when the verdant days are gone
 New charms will greet me from the lawn!
 My neighbor hath a host of cares,
 For he must guard his costly wares
 And golden hoard;
 While I, crowned with domestic bliss,
 May gain a fond parental kiss
 He can't afford.
 I and my neighbor never meet,
 An alley separates our lands;
 My home is in a modest street,
 His on the drive—see, there he stands!
 Poor man; he's naught but gold and gear;
 While I have home—and you, my dear!

—Chicago Record.

Notice.

A meeting of the Northeastern Circuit, under the auspices of Union Div. 120, will be held at Carbondale, Pa., Jan. 30, 1913, in Cambrian Hall, corner Church street and Seventh avenue. All members of the G. I. A. to the B. of L. E. are cordially invited. Meeting opens at 10 o'clock a. m. All day session. Union Div. 120 will also celebrate its 21st anniversary at that time.

SEC. DIV. 120.

Division News.

ON Oct. 18, Sister Dean, our President, McKinley Park Div. 492, Chicago, Ill., gave a luncheon in honor of Sister Barnhill, who is soon to make her home in Indianapolis. All wished her well and presented her with a beautiful cut-glass fern dish.

On Oct. 30 we gave a Halloween supper, which was well attended. The Brothers voted the supper all that could be wished, especially the pumpkin pie. After supper a fine program was rendered, among the many features being our penny drill, in which all present joined.

COR. SEC.

SEVEN years ago on November 15, Div. 365, Moose Jaw, Can., came into existence and in commemoration of our G. I. A.'s birthday, the Ladies' Auxiliary held an "at home."

We sent out 200 invitations to our friends, besides our B. of L. E. Brothers and their families.

Dancing commenced at 9 o'clock and continued until midnight, when a dainty luncheon provided by the Sisters was served, to which one and all did ample justice. After the tables were cleared away dancing was resumed and it was near 3 o'clock when the "Home Sweet Home" waltz was played and everybody went home with the same opinion that when the G. I. A. undertakes to do anything in Moose Jaw they do it well.

With best wishes to all Sister Divisions, I remain

Yours in F., L. & P.,
 SEC. DIV. 365.

MARION DIV. 410, of Jersey City, gave a covered luncheon to our President, Mrs. A. C. Terhune, in her home in Newark, N. J. Eighteen Sisters came from Jersey City, others from Rahway, New Brunswick, Kearney and Welquick Park—39 in all.

At this time we all remembered, too, this month, 17th, was our birthday; we are five years old, and we were to school last month, but not for the first time. Our Division has grown to over 80 members.

Music, singing and a bean-bag game furnished the amusement for the evening. The prize, a pair of salt and pepper shakers, was won by Sister F. Lee. The booby, a ribbon holder, was won by Sister Egen.

Our hostess made it very delightful for her guests. Master Leroy Terhune gave us some fine selections of

music on his piano, which all enjoyed, and our little mascot, Miss Carrie Lynch, from Jersey City, with her Campbell's Kid Reaches.

As the afternoon waned and the twilight appeared we departed for our homes, feeling the day had been well spent.

MEMBER 410.

LEVER DIV. 182, Minneapolis, Minn., has had many enjoyable occasions, but it was left to our Vice-President, Sister Gemlo, and our Guide, Sister Ingle, to plan one that was both profitable and enjoyable. So we are going to tell you all about it, as it might help some other Division in the same way.

First I must tell you that Lever Division is fortunate in having a mascot, Sister Gemlo's little daughter-in-law, Mrs. Schick, who always helps to carry our plans through successfully. The form of entertainment for this occasion was a penny social held at the home of Sister Gemlo. On entering, an admission of 5 cents was charged. After that a fortune-telling booth, a postoffice, a repair shop, a candy booth, raffle for a bath mat, checking clothing, dancing in the attic, and last but not least, refreshments, furnished the means for the Brothers and Sisters and friends to dispose of their pennies, for after you were once in you could hardly resist the wonderful bargains to be had for a penny, especially the Sisters. The evening was greatly enjoyed, and every one left voting Sister Gemlo a royal entertainer. If you want a good time and want some money, try a penny social.

COR.

DIVISION 191, Water Valley, Miss., had a social event not long since that was thoroughly enjoyed by G. I. A. members and invited guests. The occasion was to show respect and to wish God-speed to our Secretary, Sister Minnie Williamson, who is moving to Jackson, Tenn. The home of our Vice-President, Sister Hamm, was used for the purpose, and the Past-President, Sister Emma Kirby, in a pleasing manner presented Sister Williamson with a beautiful cut-glass bowl in behalf of the Division. We shall feel the loss of our faithful Secretary, who has served

us several years, but wish for her all happiness in her new home. A MEMBER.

DIVISION 158, Chanute, Kans., held a Halloween party on October 31, which was so enjoyable that it will long be remembered by all who were present.

Brother and Sister Bowles opened their beautiful new home for the G. I. A. and their families, which kindness was greatly appreciated; about 50 were in attendance. The house was gaily decorated with Japanese lanterns and ferns, and the crowd was dressed for a jolly time.

The evening was spent in readings, music, singing and fortune-telling. At 9:30 we were invited to the basement, the march being led by Fred Jackson and Sister Jones. Upon our arrival at the foot of the stairs a surprise awaited us in the form of an old-time musician, with his violin, prepared to play a square dance. We all joined in the fun and danced the good old quadrille which the young folks of today know very little about, and are missing a great deal in consequence thereof. After the dance a four-course lunch was served by a good committee, and before midnight we departed for our homes feeling ten years younger, and glad we were members of the G. I. A.

MEMBER OF 158.

DIV. 52, Columbus, O., held a bazaar Nov. 26, which was successful in every way. The fancy work, aprons, rugs, comforts and quilts displayed proved that there were many workers in the Division who were willing to donate time and their services to replenish the treasury, which was completely defunct by the failure of a bank where the funds of the Division had been deposited. By the efforts of faithful Sisters we will rise from the ashes and be able to meet all our obligations before the dawn of a new year. In connection with the bazaar a play was given by eight Sisters, entitled, the "Sweet Family," which brought out a crowd, and, judging by their frequent applause, it was greatly enjoyed. "A little nonsense now and then is relished by the best of men," and our people are no exception to this true saying.

If you are discouraged or despondent

just get together and do something to create a laugh. It is better than a tonic.

A committee served lunch at a small price, and this feature was well patronized, bringing in quite a sum of money.

Suffice to say that we had a good time and made the much needed money. These functions are a great benefit in a social way, as it brings the families together and cements the fraternal bonds which unite us.

OLD 52.

GREETINGS from Div. 473, Cranbrook, B. C., to all interested: In a late edition of the *Prospector*, one of our local weeklies, there appeared an article headed in large type, "The G. I. A. to B. of L. E. Birthday Party, a Unique Social Event."

This no doubt will arouse your curiosity, so I shall endeavor to give you an outline of our birthday party of October 16. Hitherto our yearly celebrations have been strictly family gatherings, only members of the two Orders and their families taking part; but this time we broadened out a little and invited a few friends, in number about 250, to break birthday cake with us. We cling to the old-fashioned custom of having a birthday cake, even to the button, the ring and 5 cents baked in it.

This time it was very much in evidence, three stories high and beautifully iced by master hands; further decorated with 12 white candles, denoting the number of years for the Brothers, and three pink ones on top for the Sisters. Brother Sarvis, Chief of Div. 563, very ably filled the office of chairman. A short program had been prepared and was enjoyed by all. The Misses Dolores Murphy and Edith Caslake very cleverly rendered pianoforte solos. Miss Frances Drummond sang a solo entitled, "Can't you take it back and change it for a boy," and in receiving an encore sang a laughable piece unaccompanied. Miss Madge Robinson also sang a pretty song entitled "Forgotten." These young ladies are all daughters of Brotherhood members.

A young trainman friend, Mr. Charles Porter, very kindly entertained us with a recitation, "Bill Mason's Ride."

Then was put on the fancy drill by the ladies of the G. I. A. While attending a meeting in Spokane, Wash., Sister Barney saw this drill executed by the Sisters there and felt that we were also capable of doing it, and to judge by the appreciation of our friends and the many expressions of praise we succeeded very well. Divided into two sections, the first was led by Sister G. M. Barney, supported by Sisters Johnson, Murgatroyd, Gill, Drummond and Cameron; the second under the leadership of Sister O'Hearn, supported by Sisters Roy, Sarvis, Calahan, Finnessey and Roberts; Sister Baldwin officiated at the piano. In the course of the drill the letters G. I. A. to B. of L. E. were formed; as the last letter was concluded a cross was formed, then a crescent, and closed with a double wheel. Sister Johnson, our President, escorted by Bro. Dan Murphy, performed the pretty ceremony of cutting the cake. For the next few hours the Guerard Orchestra of six pieces provided excellent music for dancing.

CAROLINE GILL, Cor. Sec.

ANOTHER pleasant episode has been added to the pages of the history of Div. 367, of Allston, Mass., for on Sunday, Nov. 10, Grand President Murdock came as our guest for the day.

An informal reception was held prior to a bountiful lunch prepared by Sisters Jones, Gates and Turner, assisted by Brothers Lancaster, Morrison and Turner.

The inner man being satisfied, all adjourned to the Division room to listen to a short entertainment, which consisted of pianosolo, Madeline Lancaster; address of welcome, President Bates, Div. 367; vocal solo, Mildred Gates; reading, Master Turner; vocal solo, Mrs. M. R. Richardson; and reading, Mrs. E. M. Davis.

Our Grand President then being called upon gave us a talk on the merits of the Order, followed by witty and humorous remarks by a number of the Brothers from Div. 439. Another social hour and all agreed that these little home affairs constituted a good time for all.

B. C. T.

DIVISION 493, Antigo, Wis., has been having some good social doings the past few months, which have been thoroughly enjoyed, and in rounding out the year we feel that 1912 has been one of prosperity to our Division. Our membership has increased and the interest and attendance has been remarkable. One pleasant occasion was a Halloween party given by Sister Aucult at her beautiful home, at which time we secured two candidates; a most bountiful supper was provided.

On Nov. 24 we responded to an invitation to banquet with the Brothers of Div. 536. Too much praise cannot be given the Brothers for the manner in which they conducted the affair, and the evening will long be remembered. Brother McGuire, C. E. of Div. 536, was chairman upon this occasion and read a very interesting paper on the B. of L. E. Sister Libert, President of Div. 493, responded by reading an article on the G. I. A., after thanking the Brothers for the invitation to be with them upon this occasion.

Her address was listened to attentively, and I beg leave to offer the following extract:

"It has been said that upon no form of industry is the commerce of the world in the 20th century so absolutely dependent as it is on the locomotive engineer.

"The occupation requires a clearer head, steadier nerve, and a stronger heart, but he realizes the responsibility and uses every precaution to run his train in safety.

"One of our greatest statesmen has said that the locomotive engineer is one of our greatest soldiers of the day.

"But your great man is seldom a bachelor. When he has stepped out from the common throng to receive the applause of the multitude, nearly always there is a woman in the background.

"We have seen it in the past summer during our stirring political scenes.

"She was at Sea Girt when Woodrow Wilson, receiving nomination news, sought her alone in the first solemn moments of success.

"She was at the White House keeping vigil with William Howard Taft, as he

listened anxiously for his party's second call.

"She was at Baltimore, smiling, by the side of William Jennings Bryan, when the Democratic party surged to grip his hand.

"She was at Chicago when Theodore Roosevelt, rejected of the convention, looked into eyes that have been lifted to his in devotion through 25 years of married life, and summoned his cohorts to plan a new party.

"And so it was with our great railroad man, the engineer, when he came forth to receive the applause of the multitude, for having formed such a grand labor organization, we were beside him, the ever loving wife.

"It was only a few short years when it became evident that the woman in the background was an essential factor and needed to aid the B. of L. E. Arrangements were made and an Auxiliary to the Brotherhood of Locomotive Engineers was formed 25 years ago, Oct. 21, in the city of Chicago, Ill.

"Mrs. W. A. Murdock was elected the first Grand President, and has been its one continuous head for 25 years.

"The Grand International Auxiliary has continued to grow and increase in numbers until we now have over 500 Divisions.

"It is recognized as a most essential factor in connection with the B. of L. E. in the way of assisting the distressed of our Order.

"Under the careful guidance of Grand President Mrs. W. A. Murdock, many great things have been accomplished. We are now contributing annually to the Highland Park Home, and our relief fund to help in a small way our needy Sisters. But the very best thing we have ever done is being done now—establishing the Silver Anniversary Fund. And instead of feasting on this occasion, the Grand President has asked us to join with her in creating this fund.

"The world has grown into a new conception of the value of the child. I think it is safe to say that more homes are today honestly and seriously thinking concerning their children's welfare than at any other time in the history of the

world. Children are being studied from more sides. The real development of the childhood is a thing of greater interest to our societies than it ever was before. This is a tremendous fact, if it is a fact, for it means simply that we are beginning to think about beginnings instead of endings, and about shaping instead of mending, and about prevention instead of cure.

"Any civilization which has a healthy, enthusiastic, real thought for child and his nature is a civilization for which we need not fear.

"The mother of her child, the G. I. A., has listened to the pleadings for the child, has watched carefully the work of different societies, and acting upon some of the results of these different things, set forth to work out a plan whereby the G. I. A. could aid the orphan of the widow of the Grand International Auxiliary to the Brotherhood of Locomotive Engineers.

"Her plan was first spoken of at the convention of 1910. Upon Feb. 10, 1912, the Grand President sent out a letter explaining the proposition, so the different Divisions could instruct their delegates with regard to voting upon the question. In her letter, Grand President Murdock said that for every \$2,000 we can put into the fund, we can support one child one year on the annual interest it will bring.

"Our purpose is first to create the fund, once started; it will grow. The mother will be helped by giving her the money so she can keep her child with her, and give it the mother love and training no one else can provide. This plan of providing for the orphan is considered far superior to the orphan home. We realize it will be some time before results will be obtained. But we have started and feel we will be fully repaid for the little self denial we must practice in order to give our mite, when we place upon the records the name of the first child whose future we are to provide for.

"It is a known fact that every Order needs a definite purpose besides pleasure to make it a success, and what better purpose can we have than caring for unfortunate children, who from no fault of

their own are destitute, and who belong to the women of our Order?"

Brothers Golden, Conway and Wells, also Edwin Doner, traveling engineer, gave some very interesting talks, which was followed by some good vocal music by daughters of engineers.

After the program was completed a social hour was indulged in, and the hand of fellowship was extended to all.

May Div. 536 receive every blessing of the New Year, is the wish of

SISTERS OF 493.

ALLANDALE, ONT., Industry Div. 516, met in their Division room on regular meeting day, November 28. After the regular business the meeting was turned into a social, the main feature of the event being a presentation to our General Chairman of the G. T. R. system, Bro. D. C. Cameron, giving him 20 \$20 gold pieces, the Brothers making the presentation; Mrs. Cameron was presented with a beautiful silver service and tray.

A good program was provided, those taking part being members of the families of the G. I. A. and B. of L. E. We then repaired to the dining-hall, where all did ample justice to the good things that only the Sisters know how to provide. The tables were decorated with the emblem of our Order. Everything passed off so splendidly that the Brothers were loud in their praise, and asked us to come again. This being our first attempt to entertain, we may try it again.

I am yours in F. L. & P.,

J. D. A., Pres. 516.

THE Grand International Auxiliary of the Brotherhood of Locomotive Engineers organized a Subdivision in Laurel, Miss., November 21, Deputy Organizer Mrs. Mack Wilson, of Meridian, in charge of the work.

Mrs. A. Tilley, Mrs. A. I. Boykin, and Mrs. O. Rice were charter members, making a total of 11 members.

The day was entirely taken up in instituting the new Division, which bears the name of Laurel Division 525.

A delightful turkey dinner was served in honor of the visiting ladies at the

Southern Hotel, and after the work of the day was over a grand reception was given by Mrs. E. Lake, who was ably assisted by Mrs. E. P. Magee and Mrs. Dave Corbett, who proved to be excellent entertainers.

Music was furnished by the Laurel String Orchestra, and enough engineers were present to make dancing delightful.

The reception and dancing ended at 10:30 o'clock, after which the visiting ladies returned to Meridian on the 11:30 train.

The prospects for the new Division are exceedingly bright, a steady growth and large membership being confidently looked forward to.

A DELIGHTFUL surprise was tendered Mrs. Lowell Hillsinger at her home on Coleridge avenue, Syracuse, N. Y., on Wednesday evening by the ladies of Lackawanna Div. 369, G. I. A. to the B. of L. E. and their husbands. Taking advantage of the occasion the President, Mrs. J. P. Winspear, presented Mrs. Hilsinger with a \$10 gold piece in appreciation of her faithful service as musician of the Order since it was organized ten months ago. The hostess responded. During the evening cards were played and music was rendered by Miss Evelyn Martin and Charles Granish. Those present were: Mr. and Mrs. Wilson Martin, Mr. and Mrs. James Winspear, Mr. and Mrs. Frank Granish, Mr. and Mrs. Jay Brown, Mr. and Mrs. John Kistler, Mr. and Mrs. Henry Coykendall, Mr. and Mrs. William Hollington, Mr. and Mrs. William Pelky, Mr. and Mrs. James Hiland, Mr. and Mrs. Michael Tone, Mr. and Mrs. Corla Eskine, Mr. and Mrs. Melvin Brown, Mr. and Mrs. Hilsinger, Mrs. C. James, Marguerite Kistler, Evelyn Martin, Chas. Granish. A SISTER.

MEMBERS of the G. I. A. and B. of L. E., Lincoln, Neb., surprised our oldest members, Brother and Sister J. S. McCoy, at their home, the occasion being their 45th wedding anniversary. Sister McCoy was first President of our Division, and known to all as mother. Brother McCoy is the oldest member of Division 98, serving them as their Chief a number of years. He has won many close friends

among his associates. We feel honored to have such members in our Order. Brother Muma, in behalf of the G. I. A. and B. of L. E., presented them with cut-glass and silver as a token of friendship. Brother McCoy responded with many well-chosen words. Refreshments were served, and at a late hour all departed expressing the enjoyable time spent, and wishing Brother and Sister McCoy many happy days to come. SEC'Y.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., January 1, 1913.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than December 31, 1912.

ASSESSMENT No. 755.

Philadelphia, Pa., Nov. 12, 1912, of diabetes, Sister Samuel A. Bennett, of Div. 112, aged 66 years. Carried two certificates, dated March 9, 1892, March 30, 1898, payable to S. A. Bennett, husband, and Mrs. I. V. Maull, Mrs. W. J. Smith and Samuel B. Bennett, children.

ASSESSMENT No. 756.

Indianapolis, Ind., Nov. 18, 1912, of senility, Sister Missouri Higgs, of Div. 128, aged 73 years. Carried one certificate, dated July 7, 1892, payable to Wm. H. Higgs, husband.

ASSESSMENT No. 757.

Jackson, Mich., Nov. 22, 1912, of apoplexy, Sister Sarah L. Snoor, of Div. 9, aged 42 years. Carried two certificates, dated May 6, 1906, payable to Nicholas C. Snoor, husband, and Catharine and Clara Snoor, daughters.

ASSESSMENT No. 758.

Boston, Mass., Nov. 23, 1912, of cancer, Sister Hannah C. Symmes, of Div. 256, aged 51 years. Carried two certificates, dated April 30, 1906, payable to Winslow W. Symmes, son.

ASSESSMENT No. 759.

St. Louis, Ill., Nov. 30, 1912, of heart disease, Sister Emma Shirkliiff, of Div. 179, aged 42 years. Carried two certificates, dated June 7, 1911, payable to Geo. W. Shirkliiff, husband.

ASSESSMENT No. 760.

Jonesboro, Ark., Dec. 2, 1912, of tuberculosis, Sister S. C. Wallace, of Div. 240, aged 51 years. Carried one certificate, dated April 27, 1900, payable to John A. Wallace, husband.

Members will pay their Insurance Secretaries on or before Jan. 31, 1913, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 728 and 729, 9,200 in the first class, and 4,574 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOONER, Sec'y and Treas.

1509 Morse avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Questions and Answers.

BY JAMES GREGORY.

Question: Is the Walschaert valve gear a direct or indirect motion?

Answer: It is a direct motion when in forward gear position, as you will note the valve moves in the same direction as the eccentric crank. That is what makes it a direct motion. In the back-up motion the engine is working indirectly. In reversing the motion the only change in the positions of the gear is the moving of the link block from a position below the center to a position above center of link, and as the link is a stationary one, being supported at its center on trunnions, which also serve as a fulcrum, any motion given the gear when the link block is above the center of link must be the opposite to that imparted when the link block is below the center. So, if the engine is direct in the forward motion she must be indirect in the back motion.

Question: What causes an engine to make the valve gear rattle more in full stroke shut-off than when cut back?

Answer: The valve resistance in moving full stroke is greater than at short stroke, placing more strain on all connections of the gear; but the chief reason is the effect of the worn condition of valve stems. With engine worked short stroke so much the stems wear near the center and when lever is dropped so as to move valve full stroke the thickest part of the stem where they have not been much worn is forced through the packing, causing a friction which produces a disagreeable rattling of the valve gear, especially noticeable when rubber or fibrous packing is used.

Question: What causes the peculiar whistling noise heard so plainly in fire-box when engine is first shut off, and before lever is dropped down? This noise it seems is not heard on engines equipped with piston valves.

Answer: The noise is due to compression as piston nears end of stroke, the force of which causes the valve to raise from its seat, allowing the released pressure to blow under the valve into steam chest and exhaust port, causing a kind of whistling sound. When the lever is dropped down it ceases for the reason that there is a very slight compression in the full stroke travel of valve. It is not heard on piston valve engines because the construction of this type of valve is such that the compression does not affect it as it does the "D" slide valve. That is, it cannot be lifted from its seat.

Question: In case of very low water is it any use to hold throttle open? By doing so is the water level held any higher, protecting crown sheet better than if throttle is closed?

Answer: Water level in boiler is higher with throttle open when engine is working, as the rush of steam through the water carries it up somewhat, especially when the fire is so that rapid steam making is caused; but with engine standing with throttle open there is no such action.

Question: What are the best means to employ after finding that water is below the bottom gauge?

Answer: When water level is below bottom gauge it may be anywhere or nowhere. The first thing to do, if the fire is very hot, is to deaden it, after which if there is enough steam pressure, the injector should be put to work. If not, the branch pipe from another engine may be connected to the boiler check by bringing front ends of both engines close together at a switch, and loosening the rear joint of branch pipe on relief engine, so forward end of pipe can be swung over to connect with boiler check of other engine. In that way one engine may be made to supply water to another one. In all cases of low water the crown sheet should be closely inspected, and if it shows any effects of low water, such as sagging of the sheet or leaking of crown bolts, it is best to knock fire out or bring engine to terminal with pops set for a very low pressure, just enough to run light.

Question: Is it not dangerous to supply water to a boiler, the sheets of which have become bare and are much hotter than the feed water? When we throw water on hot metal an explosive action is produced. Would this action not also take place within the boiler, under similar conditions; and are boiler explosions not sometimes due to this cause?

Answer: When water is thrown on hot metal an explosive action is produced, as the steam suddenly generated is of greater pressure than the atmospheric pressure. The sudden expansion of the water into steam causes this. But when this takes place within a boiler, with any considerable pressure, no explosive action is produced, as the pressure in boiler is already about the same as that suddenly made by contact of the water with hot sheets; and, even if there were much difference of temperature, the boiler pressure would be sufficient to cushion the force of the sudden flash of pressure, so as to absorb its force and prevent shock. It should also be considered that feed water, always supplied near forward end, does not come in direct contact with the hottest part of the boiler, which is the firebox, until it has circulated nearly the full length of boiler, during which it attains a high enough temperature to prevent injurious effects from contact with the exposed sheet of firebox. Boiler explosions will take place when any part of the boiler or firebox is too weak to withstand the pressure. Crownsheets are made weak by overheating, due to low water, and are blown or forced down. Sheets in boiler may be weakened by being burnt during the process of making. These are the chief if not the only causes of boiler explosions, and it is safe to say they rarely, if ever, occur from contact of feed water with overheated sheets.

Question: What is the best practice as to the carrying of water? Is it best to carry it high or low; or is there a medium that brings the best results?

Answer: There is no medium that will bring desired results unless one aims only to be a medium runner. The best engineer is the one that goes to both extremes in the matter of carrying water;

not carelessly, but with the purpose of meeting varying conditions in a way to get the best work out of the engine. With a poor steamer it may be necessary to carry a full boiler at starting, so as to favor the engine to keep the pressure up until next stop is made. The up-to-date engineer pumps to the steam gauge when occasion calls for it. It requires confidence and good judgment to shut the injector off when the water is just "bobbing" in the bottom of the glass, especially when water is also low in the tank and there is no certainty of injector going to work right away; but it must sometimes be done to keep up the pressure necessary to make the time order. The men who resort to such practice are the good engineers. The "sure thing" fellows are of inferior grade, as they often "fall down" when the other more resourceful runner makes the run.

Question: Is it not bad practice to carry high water starting hurriedly to make an order?

Answer: Any practice is bad that is not guided by good judgment. An engine with full boiler of water should not be forced into headway quickly. This fault is too common, and many failures of valve gear might be traced to it. If the boiler is too full it should be blown out if convenient to do so. If the water is needed to insure steam making for the run, then the engine should be handled very carefully at the start, for a dash of water on the valves and cylinders not only causes increased resistance to engine, as well as partially destroying the efficiency of the valve movement just when full power of engine is about to be called upon, but it also makes the valves and packing blow in a way wasteful of both power and water. Do not keep on plugging away working water. Do not think that leaving the cylinder cocks open is going to help any, for the damage to valves and cylinders is done before water reaches cylinder cocks. Ease throttle off until water settles. Give a dose of valve oil through vacuum valves, or relief valves, as they are sometimes called. Some time may be lost doing this, but not as much as will be the case in trying to finish the run without apply-

ing this remedy; besides, the danger of failure of valve gear will be lessened by starting right.

Question: What is the best plan to avoid too much smoke or in approaching and leaving stations on passenger trains?

Answer: The prevailing fault is that of carrying too green a fire into stations, the smoke from which often envelops the train to the discomfort of passengers. It is a better plan to let fire burn out somewhat coming to shutting off point, and have fireman get fire in immediately at starting, so the pressure may be held up to the limit for getting train under headway, than to carry enough fire into the station for that purpose, as is often done.

Question: What was the purpose of the blow-back, and why has it not been more generally adopted?

Answer: The blow-back served the double purpose of preventing noise from pop, and the waste of water from that cause, the waste steam being conducted to tank by pipe connected to pop valve. Its chief fault was to cause water in tank to become too hot for injectors to work. It also was the means of producing careless firing, as it eliminated the noise of the pop, a true tell-tale of careless firing.

Question: It is said the science of handling the reverse lever is a reliable gauge of the skill of the engineer. To what extent is this true?

Answer: It is true in a large measure of engineers engaged in any kind of service, from hauling the limited to running a switch engine. Much is learned by imitating those from whom the fireman gets his rudimentary training, but there is a fine discrimination possessed by some that is natural, and which enables them to work the engine in that particular cut-off productive of the best results, both as to steam making and development of power; but, while it seems to be natural to some, a near approach to perfection may be acquired by close observation. A good general rule to follow is to always work the engine in that position of lever where the work can be done with full throttle. There are some instances where this rule may be

varied from to advantage. The observing man will soon note these; the other fellow—well, the other fellow never gets to be a first-class engineer.

The skill in handling the reverse lever is best shown in taking a run for the hill; the amount of water carried must be right, the valves must be getting enough oil, the run must not be started too soon, nor too late, the lever must be in that particular notch which enables the engine to use the greatest amount of steam with the least back pressure. At the same time there should be a regard for the steaming capacity of the engine, and the position of lever as well as the amount of water supplied to boiler should harmonize so that the maximum boiler pressure is maintained during the run. There is usually time enough to restore the normal supply of water to boiler after the run is made. For that reason enough to cover the crown sheet at the time of shutting off is plenty. The engineer who is "water shy" never makes a good runner.

Question: Why is it that when engine is working hard the pop does not release pressure until gauge shows three or more pounds higher than the pressure at which pop valve lifts when engine is not using steam?

Answer: The steam gauge pipe and pop valve are situated at different parts of the boiler; the latter at top of dome and the other any place convenient to the gauge. When engine is not working the pressures at all parts of boiler are the same, and the pop responds to pressure indicated by the gauge; but when throttle is open wide and engine using much steam there is a considerable flow of steam from near the point where pop valves are located. This has the effect of lowering the pressure at that point, often three or four pounds lower than at any other part of boiler, which is the reason why the pop set for 180 pounds will not pop sometimes until gauge shows several pounds higher pressure.

Question: With Stephenson valve gear the lead is given with the eccentric. Does that mean the eccentric leads the pin; that is, the eccentric in advance of the pin on the axle?

Answer: No, the eccentric does not lead the pin. The Stephenson gear as used in locomotive practice is indirect, which calls for the placing of eccentric in a position following the pin 90 degrees or, one quarter revolution, less the amount it needs to be advanced to overcome the lap, and give the desired lead of valve.

Question: Why is it that engine with valves perfectly square will not start train when she stands in some positions as well as others, or when hauling train slowly will seem to "lift" the train when main pin is going from forward center to lower quarter on right side? Is the locomotive stronger at some points than at others and if so, why?

Answer: Yes, the locomotive is stronger at some points than others. At whatever point of the revolution of the driving wheel the piston speed is fastest, then is the leverage and the power greatest. We find the piston speed quickest when pin is passing that half revolution forward of the axle. During this movement of pin the piston speed is faster than when pin is moving over opposite half of wheel, as the angularity of main rod tends to accelerate its movement at such time, while it has a contrary effect in the opposite case, making the power as much less when pin is back of axle as it increases it when pin is forward of axle. The difference on a 24-inch stroke engine, as measured by the comparative piston speed, is about one-sixth greater power when pin is forward of the axle.

The above reason also in a measure accounts for the slipping of engines at times during each revolution when worked to full capacity. There is another reason which should be added. We all know the familiar pound on left side of most engines, the cause of which we have referred to in some earlier paper. Well, this pound takes place when the left pin passes the forward center and the knock produced after the left main wheel has been forced to slide back the amount of lost motion in the main driving box causes a jar when box comes in contact with wedge that is apt to start the wheel slipping when the margin of

adhesive force of engine is slight, as when engine is working full capacity at slow speed.

Question: Is it necessary or is it good practice to cut lever back on a yard engine doing short work?

Answer: It is good practice to cultivate the habit of cutting the lever back even doing ordinary yard work. The engine works smoother, uses less water and fuel doing the same amount of work; besides, the boxes and all parts of the machinery will show less wear if the engine is worked in short cut-off whenever engine is to be run any considerable distance.

Question: Is it advisable to cut lever back as far as the center? We have some engines that will haul their train with lever cut back there, while others have to be worked three notches ahead of that point to do the same work.

Answer: While we use the quadrant to hold the lever in the desired position, we really judge the position of lever by the sound of exhaust coming from stack, it being the most reliable gauge of the amount of work engine is doing. Reliance cannot be placed on the position of lever, as any variation in length of reach rod would affect power of engine, in short cut-off especially. So, the engine could not do the required amount of work in a position of lever on quadrant where another engine of same class would do the work.

This peculiarity often noted on engines of the same class after having passed through the back shop, or even sometimes when just from the builders, leads some to believe there is a difference in the power of engines of the same class, which is not the case. Whatever difference there may be is due to the failure of the mechanic to make or adjust all parts the same. However the parts of the valve gear are proportioned or adjusted, the fact remains that a certain volume of steam is needed to overcome resistance of train, and if the cut-off on one engine seems to be less than the other, judging by position of lever, it is still true that they must both be using the same amount of steam to do equal work.

Question: What parts of the engine

need oil most often or are liable to cause most damage if neglected?

Answer: Bearings having considerable friction, with no continuous oil feed, need most attention. Front end of main rod, inside of link and main shoes on wedges are most likely to suffer from neglect to oil; yet, neglect of either of these will not cause more serious damage than a cut bearing, although a dry wedge or shoe will also cause bad riding of the engine. The parts most likely to cause engine failure if not sufficiently lubricated are the eccentrics and valves. A hot eccentric may break itself or the eccentric strap. A dry valve, owing to the excessive strain placed on the parts moving it, may cause a break in the valve gear, but these usually give warning before anything happens.

Question: Does the eccentric require much oil or very close attention to avoid heating?

Answer: It does not. One of the chief causes of heating of eccentrics is too much sponging in oil cup. Better none at all than too much. No doubt, the idea of lots of sponging is to retain a supply of oil that will feed for a considerable time, but this is not necessary, for if all right the eccentric will run as far as the main shoes and wedges with little or even no sponging in the oil cup. The eccentric must have some oil—very little will do—but it must have that little or something serious is likely to happen. The very seriousness of these occasional happenings has given rise to the opinion that the eccentric needs lots of oil and too much sponging crowded into the cup so tight as to prevent free feeding of the oil is one of the results of this scare—a too general fault which tends to invite trouble instead of preventing it.

Steam or water getting into the sponging may stop the feed and cause heating when there is much sponging in cup, but when loosely filled this will not take place. Some very good engineers have run eccentrics without any sponging whatever in strap, depending on oil in cellar of strap for feed. It is argued by some that such a practice would expose the eccentric to dust and dirt feeding

through open cup, but it must be considered that the whole eccentric is exposed at all times to the dust and dirt anyhow. So, a little more or less cannot make much difference. The main thing of which to be sure is that the eccentric will get some oil occasionally.

Question: What is meant by saying an eccentric has $5\frac{1}{2}$ -inch throw?

Answer: It means the eccentric controls the movement of a valve having $5\frac{1}{2}$ -inch travel.

Question: What size eccentric will give a $5\frac{1}{2}$ -inch throw?

Answer: An eccentric the center of which is $2\frac{1}{2}$ inches from center of axle.

Question: Is it not sometimes the case that the travel of valve varies from this rule of proportion?

Answer: When so it is due to a difference in length of rocker-arms.

Question: There are a couple of engineers on our line who when they get a poor-steaming engine fix a big monkey-wrench across the top of stack to make engine steam better, they say. Is there anything in this plan? D. S., Drv. 10.

Answer: The remedy you mention must be regarded in the light of a faith cure. A monkey-wrench or anything placed at the top of stack would have no tendency toward improving the draft; rather the opposite effect, for when the exhaust reaches the top of stack it has passed the point where it has any influence upon the draft, excepting that an obstruction such as you refer to would in some measure check the final passage of the exhaust to the atmosphere, thus affording a hindrance rather than an aid to the draft, and the steaming of engine. We see this same thing done now and then, and we can account for the practice only by saying that it is in line with the same kind of reasoning that prompts the fellow to open the water glass waste cock to settle water in boiler when foaming. Just an odd idea like raising an engine forward to help her steam, or thinking a lame engine is smarter because she gallops, or that an engine is stronger when she pounds hard, or that holding a throttle open on an engine standing will help protect crown sheet when water is low in boiler, etc.

Question: When an engine has one new cylinder and one old one that has been bored a couple of times, she will, of course, not exhaust square. What is the usual remedy in such cases with Stephenson link motion engine, aside from bushing the larger cylinder?

Answer: The remedy is applied by making the cut-off earlier on the side having the larger cylinder. This is done by putting liners under the tumbling shaft-box on that side, thus causing the link to be raised higher for any given cut-off than the opposite link, making the volume of steam used and the exhaust force to be the same. The periods between the exhausts will not be as true as before this was done, but the engine will sound more nearly square than before.

Question: Why has the single nozzle almost generally replaced the double nozzle, and what features of merit do they respectively possess?

Answer: It has been generally conceded that the double nozzle, affording as it did an independent exhaust passage for each cylinder, made the most free working engine, but the necessarily diverging lines of the exhaust, due to this type of nozzle, made it inferior as a draft producer. The single nozzle in a measure retards the discharge of steam from cylinders, as the exhaust from one cylinder takes place before that from the other cylinder has had time to escape from nozzle. This peculiarity of the single nozzle, while admittedly a hindrance to the free working of engine, is an advantage when regarded in the light of its effect on the steaming of engine, for if its discharge is less free it is more continuous, and passing up through petticoat pipe and stack in a perfectly central column, with a minimum amount of friction, its rapid passage induces a circulation that in its force and its nature is more efficient in keeping the front end free of cinders than the more restricted passage of exhaust from double nozzle, with its criss-cross action, having the effect of spending much of the force of exhaust against sides of petticoat pipe and stack.

Question: On some roads the exhaust

from air pump is carried into the exhaust way from cylinder. There are objections to this plan in some places. What is there against it?

Answer: Two faults are apparent. With engine working there would be considerable pressure in exhaust way, and the air pump, exhausting against this pressure, would have its power somewhat restricted.

The other objection is that the oil carried away from the pump would be discharged into exhaust way, which in time would cause an accumulation that would affect the free exhaust of engine on that side.

Question: What practical difference is there between the balanced valve having only a hole in top, and one called the skeleton valve, having whole top removed?

Answer: There seems to be no real practical difference. Those who favor the valve with hole in top claim that if the balance strips fall down the waste of steam cannot be enough to affect the work of engine. Those who favor the open top say that when the strips blow badly the balance of the valve is not affected as would be the case with the other type; so, there you are.

Question: Why is it that engines having boilers of same general outline do not carry water alike? Some raise it higher when working than others. Would a different kind of valve motion have any effect?

Answer: The difference is usually a matter of water space, or circulation in boiler. If the spacing in water legs or that between flues be less in one boiler than on other, that engine will raise her water most when working. You may also notice that engines carrying water badly will not give as good flue service as the other, as the flues are heated to a greater degree when the water cannot circulate freely to the flue surfaces and conduct the heat as it should if boiler is properly designed.

A difference in valve motion would have no effect whatever.

Question: Getting flues bored out sometimes corrects the fault of engine pulling fire. Why is this so?

Answer: Most of the cinders drawn from firebox go through the lower rows of flues, for which reason they are most likely to become stopped. Heavy firing often banks the fire against them, adding to the trouble. So, if the engine was drafted to have equal circulation through the fire before the lower flues were stopped, the circulation must necessarily be unequal afterwards. The draft through lower flues, acting as it does on the forward part of fire, would become weakened, while that through the upper flues, acting on the rear portion of firebox, would be correspondingly greater, with the result that the fire from rear of firebox might be carried forward by the uneven distribution of draft produced.

Question: Can lead be increased by lengthening the go-ahead eccentric blades?
W. B., Div. 34.

Answer: The lead opening for forward end of cylinder would be greater on indirect engine, but would be made just as much less for back end of cylinder. Besides, the valves would be out of square. The way to increase the lead is by moving the eccentric nearer the pin. That is called increasing the angular advance of eccentric. Another way is to reduce the outside lap of valve.

Question: What distance would center of eccentric be from center of axle to give a five-inch travel of valve?

H. R., Div. 10.

Answer: Two and one-half inches, assuming that rocker arms are of equal length.

Brother Van Sickle, Div. 615, says the best way to set a left go-ahead eccentric is to place engine on back center on that side; then move the lever back and forth a few times, when the slipped eccentric will, if loose enough, drop to place.

Now, if it did drop, it would fall to a position just one-quarter back of the pin, which is not the proper position for the go-ahead eccentric. It should be enough nearer to the pin than one-quarter to overcome the outside lap and lead of valve. This is called the angular advance of the eccentric. If the valve had no lap or lead his plan would be all right, but it is many years since the valve hav-

ing no outside lap has been discarded.

The same Brother informs me of my neglect to provide for the preventing of air getting by whistle valve on a dead engine being towed for the purpose of filling boiler with water enough to be fired up.

I wish to thank the Brother for calling my attention to the oversight. Of course, air allowed to enter the cylinders or boiler in any way would prevent the necessary vacuum being produced to permit water being forced from tank to boiler. With some makes of injector there would be no need of plugging the overflow, it being always closed with injector in working position. The cylinder cocks would, of course, have to be closed, and if of the drop valve type would have to be plugged.

I beg leave to correct the Brother in his statement that an engine may be fixed up so that when towed "a vacuum may be produced great enough to suck water into the boiler."

The action referred to takes place in this manner: When a dead engine is towed, with lever in position engine is moving, throttle open, and all air inlets to cylinders and boiler shut off, or plugged, there is a vacuum produced by the pistons in cylinders. The air in boiler naturally flows to the point where the atmospheric pressure is least. This air flowing to cylinders is discharged into the atmosphere by the return stroke of pistons, which action continues until a partial vacuum about equal to that in cylinders is produced in boiler, and the greater pressure per square inch on the water-tank forces the water into the boiler.

In proof of this we know that if the tank is air-tight the action would not take place. Whether the water would enter boiler through steam pipes of injectors, as the Brother contends, or through brake pipes, is immaterial, excepting as a matter of opinion. However, Brother Van Sickle may be right, as it is a question requiring experience to determine, and the writer cannot boast of having had such an experience.

Question: Some claim the regulation of draft through fire can be to some ex-

tent controlled by the petticoat pipe. In what way is this effected?

Answer: The results gained by moving the pipe is often misleading. If by changing position of pipe the draft force is improved, that is as far as its influence in the extension front reaches. If the deflector plate had been too low before the pipe was moved, as it would likely be in order to get the required force of circulation to prevent accumulation of cinders in front end, the fault would be shown when the draft was improved by moving the pipe, as the fire would be made to burn stronger in forward end of firebox. This might lead one to think the moving of petticoat pipe governed the circulation through fire, while the fact is this result might be gained by either raising or lowering the pipe, or even by merely setting it when out of line, without changing its position as to height.

Question: One of the pooled engines on our road which I have run lately handles much harder than any of the others at times. Someone has discovered that the relief valves on steam chest do not open. Would that be a good reason for the trouble, or would it not be more likely due to leaks in oil pipes or a sag in oil pipes under jacket acting as a trap which would prevent proper supply of oil reaching cylinders?

S. D., Div. 48.

Answer: The relief valves failing to work is the most likely cause of the trouble, since, as you say, both valves are affected. A trap such as you mention or a leak in oil pipes would have a like effect, but if the relief valves fail to work, as admitted in this case, you need look no farther for the cause of engine handling hard when working. The effect from the different defects would in the main be similar, but with this difference—that with the relief valves not working the engine would handle hardest when starting after having shut off to make a stop, the result of smoke and hot gases being forced down to cylinders through nozzle into the partial vacuum caused by the movement of pistons in cylinders while drifting; while in the case of a trap in

oil pipes, the steady supply of oil when engine was using steam would be checked; but when engine was shut off the trap would most likely be flushed out and the oil held there be carried to cylinders, making engine handle easier when pulling out than before shutting off—just the reverse of the symptoms you will find in the other instance.

Question: It is the practice in some places to make the nozzle box so it has a waste in it; that is, it is larger at the final opening of nozzle tip than at a point several inches below it. It is claimed for this plan that a larger nozzle may be run than when the box is a gradual taper from base of nozzle box to opening at top.

Answer: The practice of putting a waste in the nozzle box has nothing whatever to commend it. In addition to increasing the back pressure by choking the exhaust in the box, thus restricting the power of the engine, the rapidity of discharge of exhaust, so essential to good draft, is also impeded and the steaming capacity of engine is lowered thereby.

Question: What has become of the flounced petticoat pipe of a few years back?

Answer: The flounced petticoat pipe is a relic of the days of the diamond stack. It has been used in the extension front, but the principle of its operation did not harmonize with the requirements of the extension front end. It could be used to some advantage perhaps with the old style stack and front end, as it made a more perfect distribution of circulation through flues, but with the adoption of the extended front the deflector plate stood in the way of any effect the several opening in the flounced pipe was formerly supposed to have; besides, it proved less efficient in keeping the front end free of cinders than the plain pipe, which affords a more concentrated draft force at its base than could be had when the pipe had several openings at points above the base.

Question: We sometimes find engines that can be made to steam better by putting a piece of pipe or a brake wheel across in stack. This practice is not

approved by the officers who order the makeshifts taken out and nozzle bushed or bridged to make engine steam. Which is the best plan? H. R., Div. 332.

Answer: Neither is correct. It is all right to resort to the means you refer to as a temporary remedy, but it should not be necessary if the engine was properly drafted. Neither should reducing the nozzle be resorted to. As a choice between the two the obstruction in stack would be preferable, as it did not affect the power of engine, as a reduced nozzle would.

Question: It sometimes happens that we find an engine that can be made to steam better on a slow pull by using the blower, while on other engines the reverse is true.

Answer: Blower pipes are not as a rule set with any attempt at getting a central discharge through stack; for that reason some may happen to be more effective than others; but the chief cause for the difference is that some blower pipe connections in front end are tight, while others are not. A leak of steam in front end from a blower joint has the same effect on the draft as a leak of same volume from a steam pipe, which perhaps accounts for the failure of blower to help some engines to steam while they are working.

Bro. J. C. Fitzsimmons, Div. 674, asks: "What is the standard size nozzle for engine having cylinders 22 x 30 inches?"

Answer: There is no fixed standard

for size of nozzle for any size cylinders.

A five-inch nozzle would be a fair size for an engine with 22 x 30 inch cylinders, but this size would be varied from on different roads, chiefly on account of the difference in quality of coal used, and would even be varied from on engines of one company using the same kind of coal. The latter, of course, would not be the case if other factors relating to the steaming of engines were uniformly perfect; but this is not always the case. For that reason the size of nozzle is often restricted to make up the deficiency to insure free steaming of engine.

The same Brother asks:

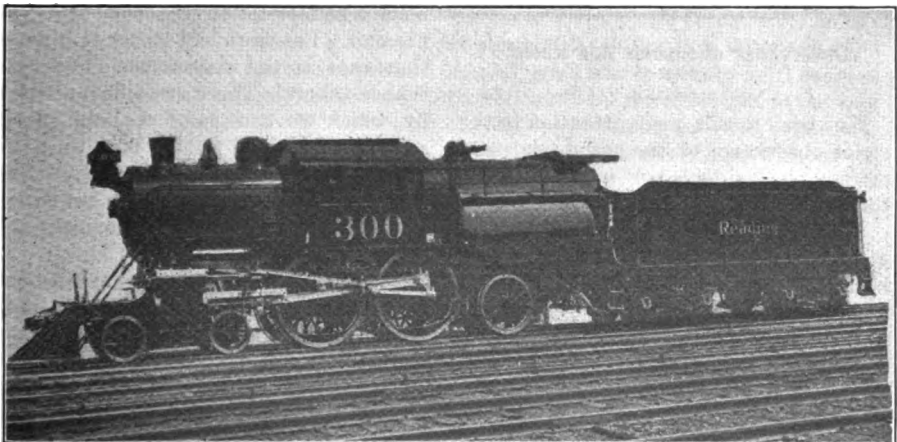
"Why will a small nozzle or the use of a wide open throttle cause steam pipes to leak on a slide valve engine?"

Answer: The use of a wide open throttle will not cause a steam pipe to leak, although if the pipes are not tight the leak will be greater than with a light throttle, as the pressure in steam pipes is higher with the wide throttle. The small nozzle can have no effect whatever upon the steam pipes.

Reading Railway's Own Make of Locomotive.

READING, PA., NOV. 27, 1912.

EDITOR JOURNAL: I am sending you under separate cover a photograph of one of our new passenger engines. I am a member of the G. C. of A., Reading



READING RAILWAY'S OWN MAKE OF LOCOMOTIVE.

system, and local chairman of Div. 75, Reading, Pa.

This engine, as well as others on the Reading system, are the product of the Reading shops located at Reading, Pa. This engine, as well as 303, same type, is a three-cylinder, single expansion engine, and in severe tests on the Reading's crack trains between New York and Philadelphia and Atlantic City they have proven an unqualified success, and by experts have been approved as the strongest and fastest passenger locomotives built in this country. They have all steel boilers; use superheated steam, and carry 240 pounds pressure. Use steamboat and anthracite coal exclusively.

The workmanship on these engines is the finest that mechanics and the most approved and modern machinery can produce. They are a grand testimonial to the efficiency of our superintendent of motive power and rolling equipment, who has designed and is the patentee of these locomotives.

The following are cylinder dimensions: 19-inch bore; 24-inch stroke; piston valves 11 inches in diameter, 7 inches stroke; outside valve gear, Walschaert; inside, Joy valve.

Atlantic type has 80-inch drive wheels; is equipped with a McCord force feed lubricator; air reverse. We have six-wheelers, three cylinder, single expansion, which have also proven a grand success.

Fraternally yours,

CHAS. A. HAMM, Div. 75.

Observance of Signals and Rules.

CONNELLSVILLE, PA., Dec. 9, 1912.

We wish to call your attention to the strict observance of the automatic and manual block signals now in operation on the B. & O. Railroad.

The days of efficiency tests are at hand, and are made compulsory on all railroads by the Interstate Commerce Commission; a certain amount of tests have to be made each month, and the result of these tests forwarded to the Interstate Commerce Commission. During the month of November quite a number of engineers on the B. & O. failed to observe the tests that were being made, although there

was not a test made that would not actually occur in every-day railroad life; also all tests that were made would have a tendency to cause accidents which may result in loss of life.

These tests will show the Interstate Commerce Commission the failure on the part of the engineer in attending strictly to his duties; also in violating a rule that is intended to save lives as well as property for the company. Now the question is asked, Who is the engineer that is violating the rule of a railroad company that may make widows, fatherless children and fatherless homes? Answer, He is the "chance-taker." The chance-taker does not stop to think that his actions while on duty may tend to put a star in the crown of the B. of L. E. or may tend to take one out; he does not stop to think the trouble a widow has to raise up a family of small children with nothing to depend on only her own feeble strength, or the trouble that orphan children have in getting through this busy world of ours. Neither does he stop for a red automatic block signal. No, he will take another chance. Does this mean you or does this mean me? Brothers, I fear that we are mixed up so bad that it is hard to tell who is who, and the only way we can overcome these conditions is to all stop taking chances. We should realize that the engineer's actions are educational to the fireman who will some day take his place, and if we are a chance-taker engineer, we will make a chance-taker engineer out of our fireman. Let us reflect back; it may be that that is the reason some of us are chance-takers. There are different ways by which we can take chances in the railroad world of today, but they all lead to the one thing—bad railroading on the part of an engineer in not carrying out the rules as laid down by the company.

The company employs men in different departments on the railroad and these men should be held responsible for the work in their department, just the same as an engineer is held responsible for his engine; for instance, if there is a slow order of ten miles an hour over a bridge or over a section of track, let us carry

it out; the man that has charge of the bridge or section of track is paid for doing his duty by the company that employs him, and should know the condition of the bridge or track, and in case this order is too slow, and conditions do not warrant it and trains are delayed, let the man in charge be held responsible and raise the slow order, and not the engineer by taking chances because he thinks it rides smooth and will stand 20 instead of 10 miles an hour. Another chance we take which is not as dangerous, only to cause us 15 or 30 days' rest, is, we are skipping along some nice clear moonlight night at a fair rate of speed and all at once come upon a block where the light is out, but we see that the indication of the paddle is clear; now we realize that the eyes of God are watching us to see if we perform our duty, but we do not realize that the eyes of an official (who is just as invisible to us as God is) is also on us to see if we perform our duty. You look all around, nothing in sight, then take a chance; you are called into the office for violating a rule, and the only thing you can say is, "I plead guilty," for if that official was there for that purpose he knows that you are guilty, and we will call this an efficiency test. We may call the official who made the test something bad, but it is not his fault (for he is more to be pitied than laughed at)—he is simply performing his duty. Now, let us get busy, perform our duty as engineers, and the poor official will not have to stand out in the cold and watch us, (and he may be looking for another job if his services are not required to watch us). Let us extend our sympathy to all the needy ones of the railroad family.

Other tests are made at telegraph offices where the block is operated by hand. These tests are made by holding the block red to see if the engineer can stop without passing the block; red flags put in telegraph windows and clear block displayed, rear ends represented on sidings with no engines attached, fuses burning red and clear block signal, form A not signed by operator, orders not completed or signed. The best way not to get caught is to comply strictly with the

rules and let the other fellow answer for the delay.

Faternally yours,
E. M. DOUGLAS, Div. 50.

*** Standing In.

There are some people who are always looking for the best of it, even when there is not enough to go round. They sometimes display this trait of trying to get their front feet into the trough very early in life. They used to bring presents to the teacher for which they received special favors in return. They also used to receive some other things from their schoolmates which showed them how they stood with them. This treatment, which sometimes resulted in a "black eye" or "busted nose," had the effect of keeping the number of teachers' pets down to the minimum, for he who did seek the plums knew he had to pay the price.

We have met this same kind of a fellow later on in the railroad service. He was still looking for the best of it; was getting it, and was paying a price; but was evidently better pleased with his bargain than when he was tried, sentenced and executed with that swift vengeance of which the irresponsible schoolboy has a monopoly. Yes, he had reached the age when society protected him against "lynch law," when all he had to pay for what belonged to others was the respect of the community which, for a fellow who had no self respect, was a rather low price. How he thrived is a matter of history still fresh in the minds of oldtimers. In the days when the "old man's" wish was law these self seekers took about all there was in sight in the way of good engines and good runs, regardless of merit or length of service, without excuse or apology; assumed superior airs toward their fellows, which added fuel to the flames of discontent, and with the aid of a little following they had of birds of the same feather, tried hard to hold their ill-gotten gain by helping the autocratic old man to choke off any effort of the men toward securing fair play.

There are men yet in the service, but many miles from where they began their railroad careers, who have been victims of this combination.

But "standing in" has become one of the lost arts. There is nothing in it today. When the Senior Rule became so firmly established that it worked automatically; when the question of rights ceased to be a bone of contention among the men; when every man in turn had to climb the tree to get his plum and was permitted to keep it instead of having to give it up to one of a measly bunch who were ever looking for windfalls; then the favorites with the superior airs grew to be less in evidence. You of this generation can hardly appreciate the force of the influence of these men in preventing the birth and checking the growth of the B. of L. E. in the early days. We hear much of late in the way of discontent among the younger men because the senior men are given preference of engines or runs. This is particularly true since the great influx of members from the junior organization during the past two years. This may be partly due to the fact that in soliciting their membership our overzealous Brothers have caused these young men to have a false sense of their importance. The oft heard remark, "We need you," has evidently turned the heads of some to the extent that they want us to shake the plum tree for them or turn the roster upside down. They will recover in time. An insight into the workings of the B. of L. E. will have a beneficial effect upon them. Those whose self-interest is so strong as to blind them to the rights of others will see in the Senior Rule an insurmountable to the success of any selfish desires they may have, and they will also see that standing in with the boss is an unprofitable position to occupy, for, while there has been an increase of wages in every branch of the railroad service, the pay of the Judas has gradually grown less until it has become little more than an occasional glad hand.

We still have those among us who would rather return to the old order of things. They can see profit in any trade in which they may barter honor for what belongs to someone else. They make a shallow pretense of favoring the merit system, but they are merely exposing their hand in which there is not a trump

card. We know their merit. We know their motives. He is indeed a pitiable object who goes about trying to trade his manhood for some slight personal gain; the more so since there is no profitable market for his goods; but he is still doing it. He is still taking the opposite side to the men in any move looking to betterment of conditions or increase of pay, but he is accepting both just the same. He knows his opposition will not prevent either point being gained and anything he may receive from the other side, if only the glad hand, will be taken as good measure. He yet hopes for more substantial reward, but his hopes are in vain, for the Senior Rule, in the motive power department of the railroad service, has become the eleventh commandment, and it says in a way that the meddling official has learned to understand and respect, "Thou shalt not."

It is always creditable in a man to make every honest effort by faithful work and good conduct to command the confidence and respect of his superiors, and it pays to do so; but the pay is of the kind that elevates rather than degrades the character of the one receiving it, as it is no part of the property of others, as was the case in the days when the choicest plums were the reward for "standing in." JAMES GREGORY.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

CHESTER. S. C., Nov. 27, 1912.

EDITOR TRAIN RULES DEPARTMENT: No. 9 was due to leave "A" at 12:05 p. m. on time-table No. 14. Time-table No. 15 took effect at 12:01 p. m., Nov. 24, showing No. 9 due to leave "A" at 11:55 a. m. Otherwise the two schedules correspond as required by rule. Officials of this road stated that No. 9 on time-table No. 15 could not leave "A" until Nov. 25, and order No. 10 was issued, to cover the case. Order No. 10 reads as

follows: "No. 9 of Nov. 24 is annulled "A" to "Z." Engine 115 will run extra "A" to "Z" passing stations on time of train No. 9 shown on time-table No. 15 effective 12:01 p. m., Nov. 24." We are working under standard rules and I shall be glad to have your opinion of the case.

MEMBER DIV. 85.

Answer: No. 9 cannot leave "A" on time-table No. 15 Nov. 24 for the reason that time-table No. 15 took effect four minutes before the old time-table could authorize No. 9 of Nov. 24, so there could be no train to retain its train orders and assume the new schedule. The schedule on the new time-table is due to leave "A" at 11:55 a. m. and cannot be put into effect by the new time-table on Nov. 24 for the reason that a new time-table can only authorize a schedule when it is due to leave its initial station after the new time-table takes effect, unless the old time-table authorizes a train and the new time-table shows a schedule of the same number corresponding as required by rule; that is to say, there are only two ways in which a schedule can become effective on a new time-table. First: It can be effective if due to leave its initial station after the time-table goes into effect, providing no other schedule of that number and date has been in effect. Second: When a schedule of a new time-table corresponds with a schedule of the old time-table as required, a train authorized by the old time-table may retain its train orders and assume the schedule of the same number on the new time-table, but in the second case the old time-table must authorize the train, otherwise the schedule of the new time-table in the case like the one under consideration cannot be effective.

KANSAS CITY, MO., NOV. 14, 1912.

EDITOR TRAIN RULES DEPARTMENT: Please give your understanding of the following order: "Passenger extra 629 north hold main track and meet first No. 127, engine 631, at A and meet second No. 127 and No 101, engines 1019 and 1017, at C." Under such an order, which train has the right to the main track at C?

A READER.

Answer: When no particular point is specified at which a train is to hold the main track, the provision to hold the main track must apply at all points named in the order where trains are to meet, fully as much as that portion of the order which refers to extra 629 is understood to apply as the train to be met by all the opposing trains; but, as I have before stated, the order is improperly worded, as it inserts the words, "Hold main track," in the middle of a regular train order form, instead of being given as a suffix to the regular form. In the case at hand, the words "Hold main track" should not have appeared in the middle of the order, but should have been added to the end of the order, and had they been so placed there would have been little chance of misunderstanding their application. As a matter of fact, the words "Hold main track" are not in harmony with the general make-up of the standard code. When it is desired to give an inferior train an order to hold main track, it is more in harmony with the principles of the standard code to direct the superior train or trains to take the siding.

JAMESTOWN, N. Y., NOV. 29, 1912.

EDITOR TRAIN RULES DEPARTMENT: Train No. 18, a first-class train, is scheduled to leave A at 6 a. m., B at 6:10 a. m., C at 6:20 a. m. arrived at D at 6:50 and leave at 7:10 a. m. No. 18 is given an order to run 20 minutes late from A to D and 10 minutes late from D to F. Under standard rules, what time can No. 18 arrive at D on the order?

G. M. J.

Answer: No. 18 can arrive at D at 7:10 a. m., which is 20 minutes late on its arriving time, and it can leave that point at 7:20 a. m., which is ten minutes late on its leaving time. The explanation to a run late order states that the order makes the schedule time of the train named between the stations mentioned as much later as stated in the order. If no arriving time was shown at D, then No. 18 would be permitted to arrive there as soon as possible after leaving C 20 minutes late on its schedule, but it would not be permitted to leave D less than ten

minutes late. Whenever a train is directed to run late from one point to another, if there is no arriving time shown at the last point, the train is not required to arrive at that point as late as directed by the order; but if an arriving time is shown it must arrive at that point as late as directed to run by the order. This is authorized by Rule 92 which states that a train must not arrive at a station ahead of its schedule time. Rule 5 makes it clear that where but one time is shown it is, unless otherwise specified, the leaving time, and it, therefore, does not govern the arriving time.

The American Railway Association has recently made a ruling on train order from F, which is of great interest to our readers. The question was as follows: Example 5, Form F, appears to authorize the adding of an intermediate section to a train. This, according to my understanding, authorizes two trains on the same division at the same time, with the same name designating them; that is, there might be at the same time, two sections of the same train of the same name. For instance, A, B, C, D, E, F and G are stations going north on a certain division. Train No. 1 has orders to carry signals A to G for engine 555. After passing D, the second section not having arrived, it is desired to start another train as second section of No. 1, engine 555 not having arrived. An order is, therefore, sent to D, stating that engine 999 will run as second No. 1 D to G, the following sections changing numbers accordingly. A southbound extra receives orders to meet first No. 1 at F and second No. 1 at E. On arriving at E it finds that second No. 1 is displaying signals for a third section, and it has to get an order to meet third No. 1 at D. On arriving at D third No. 1, which would have engine 555 when it arrives, is not there. It is, however, desired to send the extra along, and it is given an order to meet second No. 1 at C. The extra has, therefore, on the same division, received orders to meet second No. 1 at two different points, second No. 1 being two separate and distinct trains. Is this authorized and is it a proper interpretation of the standard code? If it is, would

we not in the above case, if No. 1 were delayed at B, be justified in starting another No. 1 from D, carrying signals for the train that was delayed? If so, a southbound extra in this case might receive an order to meet No. 1 at E and again on arriving at D; if the train that started from A had not arrived it would get another order to meet No. 1 at C. It does not seem to me that the standard code can authorize such movements as this.

The third paragraph of Rule 4 states that not more than one schedule of the same number and day shall be in effect on any division or subdivision. This refers to schedules and not to trains, so that, as far as the rules go, I can see no objections to the examples cited above.

The answer of the Train Rules Committee of the American Railway Association was as follows: "Intermediate sections are authorized by the rules, and any number of sections may be run. It is not permissible to run more than one schedule of the same number on the same day. It is the duty of the train dispatcher, who introduces intermediate sections, to safeguard the arrangement by proper notification to those concerned."

GADSDEN, ALA., Dec. 6, 1912.

EDITOR TRAIN RULES DEPARTMENT: Please give your understanding of the following order: "No. 34 will run ahead of time from A to C." Is it a proper order?

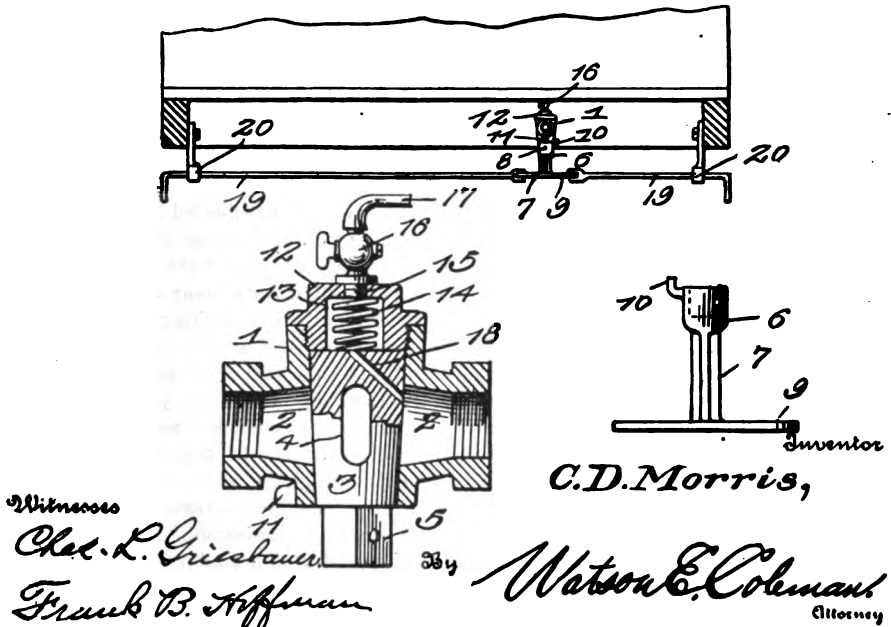
DIVISION 582.

Answer: The American Railway Association have ruled on the above question and have stated that the standard code does not provide for the running of a regular train ahead of time. In the opinion of the train rules committee, the practice should not be permitted. The order therefore is deemed improper, under standard rules. If it is necessary for a train to run ahead of time, it should be annulled and run as an extra.

Safety Appliance Air Valve.

NORFOLK, VA., Nov. 6, 1912.

EDITOR JOURNAL: I have invented a safety appliance valve for train line and



DEVICE FOR CUTTING OUT AIR FROM THE SIDE OF THE CAR.

whistle line, which is to prevent a man from having to go between cars to open or close the valves or cut hose, as air is turned out of section between valves, due to the closing of them.

All valves are operated from either side of car without having to cross over.

I am sending you a patent office sketch which I think very plain. Any information to those interested will be given by

C. D. MORRIS, Div. 456,

141 N. Reservoir Ave., Norfolk, Va.

Before the R. R. Commission of Wisconsin.

OPINION ON LOCOMOTIVE HEADLIGHTS.

Early in the year 1912 inquiries were directed by the commission to the various railroads to which the provisions of Section 1809v, Laws of 1911 apply, to learn what preparations were being made to meet the requirements of this law when it should take effect on July 1, 1912. It appeared from the resulting correspondence that the railroad companies were interested in having the railroad commission investigate and report upon the merits of certain headlights which they proposed using, and in consequence a thorough investigation of the following headlights has been made:

1. The Standard type oil headlight with 16-inch case.
2. The Bunn Safety oil headlight with 16-inch lens.
3. The Bunn Safety oil headlight with 18-inch lens.
4. The Commercial acetylene headlight with 18-inch reflector.
5. The Commercial acetylene headlight with 27-inch reflector.
6. The Pyle National electric arc headlight.
7. The American electric arc headlight.

In making these investigations the commission has kept in view the necessity of guarding the safety of operation of trains, and the investigations have therefore been conducted along two general lines, namely, to determine whether or not the light given by the headlight was sufficient to comply with the provisions of the law above mentioned, and to determine whether or not the headlight might endanger the safety of operation of trains through interference with signal lights or in any other way.

The efficiency of the various headlights with respect to visibility of objects on the track was observed in a number of road tests, at which a large proportion of

the observers were practical railroad men in the employ of the various railroads in the state. Later observations were taken by the commission's staff from the cab of engines in regular service and while on their regular runs.

The tests relating to safety of operation consisted of observations made on signal and switch lights with a large proportion of the observers practical railroad men in regular service. During these tests all observations were taken while the observers were stationary and the results obtained revealed the necessity of making further examinations of the high power headlights in regular operation with the train moving continuously. Such examinations were made by the commission's staff by riding the engines equipped with these headlights while on their regular runs.

Following is a brief statement of the results of the studies made of the various lights:

Oil Headlight. Observations made at the road tests together with those made in actual operation, indicate that none of the oil headlights fulfill the requirements of the law.

Commercial Acetylene Headlight. Observations on the headlight of this type having a 27-inch reflector were not conclusive, as the reflector was defective. The observations made on that having the 18-inch reflector would appear to indicate that the acetylene headlight equipped with a cluster of three burners, each having a capacity of one-half cubic foot of gas per hour and having the 18-inch reflector fulfills the provisions of the law.

An acetylene light in regular service having a double burner and a reflector that had been poorly maintained did not give satisfactory results, while another in regular service having the double burner and a well polished reflector was much more satisfactory. It is believed that it will be necessary to maintain the reflector in a high degree of efficiency and to use the cluster of three burners in order to obtain satisfactory results with this type of light.

Pyle National Electric Headlight and American Electric Headlight. Observations both at the road tests and in regular

service indicate that the electric arc headlights fulfill the requirements of the law.

There are some features, however, connected with the operation of arc headlights on locomotives which should not pass unnoticed. The following items should be considered:

1. Liability of reflected light from the roundels of signals whose lights have become extinguished or have burned low, being mistaken for a clear indication.

2. Difficulty of distinguishing classification lights and engine numbers on locomotives equipped with arc headlights.

3. Dazzling effect on yardmen, flagmen and others who are required to perform their duties in the rays of these strong headlights.

As for the first item, observations made by the commission's staff on electric headlights in actual service with the engine moving continuously at usual speeds, demonstrate the fact that dangers from this source are not nearly so great as were indicated by the earlier tests at which the observers were invariably stationary while the readings were being taken. While numerous phantom lights were detected in the regular service tests, they were not of such a nature as to cause serious confusion to the trainmen. It was also found that the position of the blades become visible, in general, before the phantom lights are seen, and that these phantom lights are much in the nature of mere flashes when the engine is running at the usual speeds.

As for the second item, it is believed that some precautions should be taken to place classification lights and engine numbers at such a distance from the headlight that the latter may not materially interfere with correct reading of them.

As for the third item, it is believed that the arc lights should be switched off while the train is passing through large yards as well as at other points when it may have a tendency to interfere with the performance of duty by yardmen, flagmen, etc., or to endanger their lives. An incandescent lamp should then be switched on whose illuminating capacity is sufficient to act as a marker for the engine and give warning of its approach.

This means should also be employed on

engines carrying colors when it is necessary that the fact be made known to the crew of another train or to other interested parties. It can also be used in case there is any confusion of signal lights resulting from the high power of the headlight.

It is believed, however, that the electric headlight does not endanger the operation of trains either on single or double track, provided precautions such as those above outlined are observed.

It should be stated that the investigations made are not conclusive with respect to the use of the electric arc headlight on roads equipped with the disk type of signal. A brilliant reflection is cast by this light from a plain glass surface of the size used in front of the large disk for day indications. The small disk for night indications is located a few inches above this large glass surface and it is possible that the brilliant reflection from the latter may interfere with the correct reading of the night indications. The lack of blades to serve as a check is another feature which differentiates this signal from the semaphore type. Careful tests should be made to determine this point before the attempt is made to operate electric arc headlights on a road thus equipped.

It should be borne in mind that these investigations have covered only the headlights named herein, though from some inconclusive observations it would appear that there are other types of power headlights now on the market that may be expected to give good results, both as to illuminating capacity and freedom from objections as regards the safety of train operation.

There are also other makes of arc headlights which probably compare favorably with the two investigated, and to which the same objections might be raised as those above enumerated.

A complete report giving the details of all the investigations made in this matter will be published at an early date.

Dated at Madison, Wisconsin, this 4th day of December, A. D. 1912.

The above report of the Railway Commission of Wisconsin is published at the request of Bro. C. S. Wilber, Chairman.

Legislative Board of Wisconsin, who would like to get an expression from the Brothers who are familiar with headlights treated upon in the report for use when the Legislature meets. His address is 116 So. Henry street, Madison, Wis.

Change to Coal Burners.

The Standard Oil Co. has announced its intention to discontinue the sale of fuel oil for locomotive and industrial purposes after December 1, except as existing contracts extend beyond that date. This action will require vast changes in the furnace equipment of railroads and manufactories throughout the Middle West. The Atchison, Topeka & Santa Fe is understood to have already begun the work of reconvertng its locomotives in the Kansas and Oklahoma territory into coal burners. To what extent the coast lines of this and the Southern Pacific roads and likewise the roads operating on fuel oil in the Pacific Northwest are affected by this move is not yet generally known, but it is likely, except as they control operations in the oil-producing districts or can secure contracts on reasonable terms with independent dealers, that they will eventually be compelled to resort to coal as fuel on their locomotives. The reason for this unfortunate turn of affairs in so far as railroads are concerned, lies in the ever increasing demand for refinery products, particularly gasoline and such other grades of hydro carbons as are adaptable for use in internal combustion engines, from which it is possible for the producer to derive greater profits than are yielded in the sale of the crude oils or coarser distillates for fuel purposes at the prices hitherto prevailing. Manufacturers in certain localities in Pennsylvania have met with conspicuous success in the adaption of powdered coal to metallurgical furnaces, which practice will doubtless now receive a much wider application as a substitute for oil. There appears to be no insurmountable reason why the same application should not be made to locomotives, thereby yielding practically all of the advantages claimed for oil.—*Railway and Engineering Review.*

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JANUARY, 1913.

Our Future Needs.

The Arbitration Board in our Eastern Movement, voicing the opinion of its chairman, Charles R. Van Hise, of Madison, Wis., recommends the creation of a National and State Wage Commission, which should exercise functions regarding labor engaged at work in public utilities analogous to those now exercised with regard to capital by the Public Service Commissions already in existence. In discussing this phase of their report, they say:

"A strike in the Army or Navy is mutiny and universally punished as such. The same principle is applied to seamen because of public necessity involved.

"A strike among postal clerks, as among the teachers of our public schools, would be unthinkable. In all these cases the employment, to employ a borrowed legal phrase, is affected with public use, and this necessity qualifies the right of free concerted action which exists in private

employment." That is, qualifies their right to quit in a concerted movement, but the Commission further says:

"However, if the principle be accepted that there are certain classes of service thus affected with a public interest, and men who enter them are not free concerted to quit the service, then these men must be guarded in the matter of wages and conditions by public protection, and this, it is believed, can but be done through an Interstate Wage Commission."

Secretary Nagle, Department of Commerce and Labor, recommends a Board of Conciliation and Arbitration to take the place of the provisions of the Erdman Act for the settlement of disputes between railroads and their employees. The Secretary points out that Dr. Chas. P. Neill, Commissioner of Labor, and Judge Knapp of the Commerce Court, who constituted a Board of Mediation under the Erdman Act, will in time have to retire, and there is danger that with the retirement of one or both the advantages of the very admirable system they have built up may be lost.

Members of Congress are suggesting that as the Interstate Commerce Commission is empowered to regulate freight and passenger rates, they should also be empowered to regulate the rate of wages; and we call attention to these various propositions which vitally affect all railroad men, with a view to pointing out the need of a unit of action in an effort to protect ourselves, both financially and legally; and a proposition which if enacted into law which would put all railroad men on a plane with the army enlisted for a definite period, or any proposition which would destroy the influence of the organization, or the right of members to quit the service of any corporation when conditions became sufficiently unbearable to warrant it, would be decidedly objectionable to all classes of railroad men. Not that they want to have strikes, they do not want them; but they have labor to sell and they do not propose to throw it on the market like a lot of old junk, to be picked up at the other man's price, and have no voice themselves in the transaction.

We desire to do the fair thing and we have learned that if we get the fair thing as a general proposition we must retain some control over the supply of our kind of labor. This, Van Hise in his first proposition would take away from us, and leave us standing as individuals subject to the dictates of some commission as to how we should be treated and paid for service rendered; and as these many propositions are here to be met with, it would seem a good time for every man who runs a locomotive to get himself placed where he can best help protect his own interest and help head off these impractical propositions, and help see that whatever law is passed is at least just to those who risk their lives in transportation service.

Surprise Tests.

By order of the management of the New York, New Haven & Hartford Railway their engineers will be given "Surprise Tests."

The principle of "Surprise Tests" is to test the observance of the rules of operation, and are practiced by many of the roads.

The New Haven system has gone farther than any road has gone heretofore, and some of the "tests" are so unfair, and we might add criminal, that we publish the entire list of 30 tests. Any or all of these are liable to be sprung at any time or place on any engineer, regardless of how important the run or the time may be.

1. Torpedoes.
2. Fusees.
3. Train orders improperly made out.
4. Clearance blank improperly made out.
5. Train orders improperly repeated.
6. Automatic signals. Block signals.
7. Train order signals.
8. Distant signals.
9. Markers improperly displayed.
10. Flagman back the proper distance.
11. Wrong signal given to come in.
12. Signal whistles given by engineer.
13. Slow order observance.
14. Caution signals alongside of track.
15. Fixed signals clear with red flag in tower.

16. Lights removed from signal.
17. Blade removed from signal.
18. Signals half way between stop and clear.
19. Train order signals dropped between the engine and caboose.
20. Train order signal in "clear" position before same can be seen by engineer on sections where normal position of train order signal is "stop."
21. Cutting of engine loose for water.
22. Block signal "clear" and changed to "stop" while work is being done at stations.
23. Wrong engine number given reporting train in block.
24. Blank X-1 showing all trains had arrived when one had registered in the wrong space.
25. Observation of blue flags.
26. Starting without calling in flagman.
27. Changing switch lights to show "red" instead of "green." (Of course, the switch itself must never be changed) and this test should only be made where engineer has long view of switch light.
28. Great care must be used in making some of these tests to avoid rough handling of train or possibility of breaking trains apart, or injury to passengers.
29. Parties making the "tests" should make a report showing the nature in about the following form:
30. Train No. —, Engine No. —, Date of test —, Time —. Then description of the test; for example:

"Blank X delivered without train number show crew would not accept until corrected." When tested. Discipline imposed. Name. Occupation. Discipline. Remarks. Signed by the party.

If such tests as turning switch lights "red" are to be put in practice, then the time has arrived when we should have national legislation making it a criminal offense. The strain on engineers of these fast trains is bad enough under the most favorable conditions. No one can measure the effect of such a shock on an engineer as flying through the night with a fast train and coming to some curve or obscure place, or running out of a patch of fog into a clear place and see a switch light as "red as blood" staring him in the

face and the headlight shining on a string of cars or another train on the siding. A man lives years in such seconds and will not get over the effect of it in months. It is true they issue instructions "that this test should only be made where engineer has long view of switch light;" but in the West where it was put in practice a few years ago by a road it was only a few months until local officials were selecting the worst places they could find to make the test. After two employees had been injured by jumping off it was discontinued, and we are surprised to see it come up again.

You will also note they instruct "that great care must be used in making some of the tests to avoid rough handling of trains, injury to passengers, breaking apart, etc."

Engineers should be careful in this; but do not go by the "Surprise Tests." Stop, and if necessary go in the "big hole" and use everything you have. The company that makes such tests must accept the consequences (be they what they may) that result from the same

W. S. STONE, G. C. E.

Casualties.

We present in this issue, beginning on page 27, the report of the Interstate Commerce Commission on the N. Y. & N. H. wrecks, which is quite a drastic document, and in connection with the New Haven's proposed road tests of the employees, as indicated in the Grand Chief's article, in this Department will be found very interesting reading.

This report comes at a time when the press of the country is giving the New Haven a very unhappy notoriety, and when many things are said of its officials that could hardly be justified from any standpoint.

We do not publish the report from any spirit of antagonism, but as a public document which ought to be of interest to every railroad employee. In fact, it involves the reputation of the employees who are supposed to know all of the rules for the conduct of the business of train movements and who are expected to obey every prescribed rule for the movement of trains.

In this connection we call attention to the Interstate Commerce Commission's report of railroad accidents generally, as quoted by the press, which intimates that the report charges 63 per cent of the wrecks to the failure of the employees to do the right thing under the rules. This, of course, covers all the shortcomings incident to railroad life. All classes of men are fallible and their mistakes are as likely to cause their own death or injury as it is others, but the public sees the other side of the question—the consequences to the public; hence the employees must expect drastic comments relative to their share in the destruction of human life and property, though their mistakes and shortcomings are less frequent than are made in any other walk in life.

That there should be more block signals and other safety devices in train movements to assist in avoiding many of the fatalities is without question; but stockholders demand continuous dividends, and with the restriction placed on rates, the claim is made that net incomes will not provide for both dividends and needed improvement; and, beyond this, they contend that no real safety device has been developed, each one proving defective in some essential. So, the excuse for not spending millions in establishing a doubtful system is quite natural; and it is evident that many thousand miles of road must continue the old practice, and the dependence for the correct movement of trains and the avoidance of accidents continue to rest with the employees moving the trains, and all employees in every department of train service are vitally interested in avoiding accidents of every kind.

The report of eighty-eight deaths in the B. of L. E. found in this issue shows twenty-one killed, three losing a limb, and three losing an eye, which brings very serious thought to our members, and we presume the same ratio will be shown among the firemen, conductors and brakemen; hence, it would seem that those who move the traffic on our railroads ought to be the most vitally interested of any class if effecting a remedy of a condition which brings such

calamity to themselves, as well as great cost in money.

Most of our railroad systems are trying to inaugurate movements for safety. One just held in Buffalo on Dec. 17, 1912, is headed "Safety First, Rally." These meetings have been held all around the circle, covering nearly all railroad territory, and they are decidedly in the right direction, but they are naturally of a general nature, and while each individual realizes that the discussion includes him, what we would like to see is a situation wherein each individual takes a personal part in the discussion of personal duties; and I would suggest that our Divisions take up this subject, make a place for it in each meeting, and have the rules under which they serve fully discussed and know that everyone understood them alike; and then do what to my mind would be a long step in advance—have every member obligated not to knowingly violate any rule for the movement of trains; every slow order to be carried out to the letter; every condition of the rules lived up to. If trains are late in consequence it will not be your fault, and no official who has knowledge of present public sentiment will undertake to discipline anyone for doing exactly what the rules of the company, and train or bulletin orders prescribe.

This will effectually dispose of the chance-taker who is responsible for the larger share of the casualties so harmful both to ourselves, the companies and the public.

No doubt there are many who will think any suggestion of this kind is a reflection upon them as an old and successful employee, but such should remember "that positive men have a great need of being very right, otherwise they may be very wrong." And we suggest that they make sure that they are *very right* in the interest of safety to all concerned.

In the following two articles we give illustration of public opinion as it is being created by the press.

Three Engineers.

One man sitting on a locomotive cab with a train full of passengers behind

him struck a cloudburst on Sunday. The track was new. The rain poured down like a waterfall. But the engineer drove into it at thirty miles an hour—until he drove into a washout. He died and six with him, and twenty-three were seriously injured.

Another engineer, not many miles away, encountered another storm. He expected to find a bridge. The bridge was not there. Four died of that mistake and six were seriously hurt.

There was another engineer who drove into the storm area with passengers in his care. He remembered a dangerous river crossing and before he reached it he stopped his train. The brakeman went up the track to make sure. The bridge was not there.

The engineer's train was late, because he took his time to be cautious. But it was not as late as eternity.

Safety devices are very important, good equipment is important, the block system saves many lives. But the block system that is most important deals with the engineer's "block" (otherwise known as his head), and with the "block" of every employee who assists in the operation of tracks and trains. And the first thing in that system is a brake on the American willingness to "take a chance." Within bounds that willingness means enterprise and prosperity; abused, it means waste and death.—*Chicago Tribune*.

Compulsory Safeguards.

In an editorial recently published by the *Washington Herald* it discusses the need of more adequate safeguards being provided by railroad transportation companies. Under the head of "Publicity the Best Safeguard" the editorial, in part, says: "Mr. Clark, the practical railroad man of the Interstate Commerce Commission, admits that the board needs more power from Congress before it can enforce rules for running trains that will decrease the number of avoidable accidents. He hopes that publicity will help some, and is not very much impressed with the complaint that railroad negligence is increasing. He regards publicity as the best modern safeguard of

travel. Yet there always has been plenty of publicity for railroad wrecks, and it has not stimulated negligent managers into the adoption of block signal systems, safe crossings, and other necessary devices to prevent wrecks. The New Haven disasters have not lacked publicity, but the New Haven directors, in the face of a storm of public censure, simply announce that passengers are safe enough on their system as they are operating it. Railroads like the New Haven system stand in need of drastic regulation by an Interstate Commerce Commission having ample authority to compel care for the safety of passengers. With the exception, perhaps, of a few progressive railroad directors, the American people do not look for voluntary solicitude from railroad managers. In the case of directors who ignore the indictments of scores of coroners' juries, and who scorn protests from patrons riding in daily fear of death, governmental compulsion is a necessary policy."

LINKS.

BRO. WALTER E. ELDER has been appointed road foreman of engines on the Bangor & Aroostock Railroad, with headquarters at Houlton, Me.

Brother Elder is a member of Grindstone Div. 588, B. of L. E., and one of our best known engineers. We all think "Tommy" will make good.

Fraternally.

A. L. CHASE, S.-T. Div. 588.

BRO. C. F. AMOS, Secretary of the G. C. of A., and member of Div. 702, has been appointed traveling engineer and trainmaster of the Ann Arbor Railroad, with headquarters at Owosso, Mich.

Brother Amos is a staunch B. of L. E. worker and has been running a locomotive for the psst 26 years in all branches of service and has filled several offices in Div. 702.

We also wish to congratulate the management of the road in appointing Brother Amos to the new position, and the Brothers on the road all wish him success in his new field of labor.

Yours fraternally,

C. R. PILLANS, S.-T. Div. 702.

BRO. S. V. BEVINGTON has been promoted to road foreman of engines, Peoria division, headquarters Indianapolis, Ind. Bro. William Rother resigns his position as road foreman of engines, Chicago division, goes into active service again, leaving a vacancy on the Chicago division, Bro. J. D. Skeen being transferred from the Peoria division to the Chicago division, filling the place of Brother Rother. This change places Bro. S. V. Bevington in an official position, and we bid him God-speed. Go to it, Sammy, we wish you the best of success and hope that you will rule with justice and justice only in your dealings with your fellowmen on both sides.

Yours fraternally,

J. M. B., Div. 492.

A TALK was given on November 26, at the P. R. R. Y. M. C. A. rooms, 28th street and Liberty avenue, Pittsburgh, Pa., by Brother W. L. Hudson, R. F. E., Pittsburgh division P. R. R. The subject dealt with was principally historical and of the P. R. R.; the growth or development of railroading in general was thereby illustrated. The first conception or idea, the track, the car, the coupling, the brake, the motive power, the men, the rules and schedules, the signals, all these with many other things received due attention. Although the talk was historical rather than reminiscent, it was interspersed with timely comment and was not lacking in amusing incident, made so by comparisons which were instructive as well. The talk was entirely free from the stale "off the track and on again" method of attempting to tickle an audience of practical men. Although almost two hours were occupied, every moment revealed something of interest and the audience was intent. Memory will refer to this as an evening well spent.

J. C. McCLELLAND, S.-T. Div. 325.

BRO. WM. T. COLTER, member of Div. 4, who has served one term in the House of Representatives as a Republican, was re-elected this fall on the Progressive ticket. He made an excellent record

during the sessions of the seventy-ninth general assembly in 1911, supporting practically all the really progressive measures and bills in the interest of workers. The official count showed that he received 11,027 votes, which was more than any other candidate for representative running on one ticket.

Mr. Colter was born in 1855, in Manchester, N. H. He is a locomotive engineer, one of the oldest in point of service on the Toledo-Cleveland division of the Lake Shore. He has been with that company continuously 33 years, and pulls the throttle on one of the fast passenger trains. He is a member of the Brotherhood of Locomotive Engineers and, for a long time, was a member of the committee of that organization which negotiates with the company in the interests of the engineers on matters of difference between them. Mr. Colter is a member also of the Toledo Transportation Club, Odd Fellows and Elks.—*Toledo Blade*.

WILBUR C. FISK Div. 497, Jersey City, N. J., was organized April 14, 1912, and has been quite successful since. There is very little eligible material for us to work on as we have nearly all the eligible men lined up, and what few there are on the outside we will get after at once.

The Brothers all take a lively interest in their Division, as can be seen at the meetings, the attendance being very good of late. We had a few matters to thrash out with the company which the Board of Adjustment, with Grand Chief W. S. Stone, adjusted to the satisfaction of all hands.

Unless I am mistaken, I think this is the only Division composed entirely of electric men employed on an electric road that never was operated by steam. Some of our Brothers are former steam men and a branch of the road runs on steam railroad tracks, but the road itself is purely an electric road; and, as the relations between the officials of the Hudson & Manhattan Railroad and the Brotherhood men are of the pleasantest, working conditions are quite satisfactory.

For the purpose of building up our treasury we are holding our first grand ball on Thursday evening, January 23,

1913, at Grand View Hall, corner of Ogden avenue and Franklin street, Jersey City Heights; and will therefore appreciate the attendance of the Brothers who are in New York and vicinity on the night in question.

The committee have spared neither time nor expense to make this, our first affair, a success, and we can assure all who attend a good time. Come and bring the ladies.

On Wednesday evening, November 27, 1912, Bro. Thomas Feeney and Miss Mary Connor were married in New York City, where both reside. The happy couple tendered a reception to their many friends at Sullivan's Hall, 101st st. and 3d ave., New York City, and everybody enjoyed themselves thoroughly. The happy couple received many beautiful presents, among them being a beautiful buffet presented by the Brothers of 497. Refreshments were served, speeches made, and singing and dancing enjoyed until a late hour; and everyone went home happy and will long remember Bro. Tom Feeney's wedding reception. Fraternally yours,

W. A. LAMMERTZ, C. E. Div. 497.

A LARGE audience appeared at the hall of Div. 492 in Indianapolis, Ind., Nov. 25, 1912. In this audience were B. of L. E., O. R. C., B. of R. T., B. of L. F. & E. and business men of Indianapolis. Bro. A. E. Martin in the chair called the meeting to order at 1 p. m., and said in part that this meeting was called for the purpose of trying our former trainmaster for his former actions. So Mr. B. C. Byers was escorted before the judge and called to task by Frank Smith, conductor, who made a very fine speech and in his speech made Mr. Byers a present of a very fine diamond ring, as a token of our esteem and respect for him during his stay with us on west end Chicago division, Big Four. Mr. Byers was taken by surprise, but made a very nice speech in appreciation of his gift. Mr. Byers is transferred to the east end, superintendent of terminals.

Then said the judge, we have another victim here to call to account for his actions on the west end, Chicago division, Big Four. Whereupon Bro. William

Rother was conducted before the judge, who in like manner told him he would have to answer for his conduct. Then the judge turned him over to Bro. H. McHale, who made a fitting and becoming speech and presented Brother Rother with a fine gold watch and chain.

Brother McHale said in part: "Brother Rother, should you ever depart from the high standard that you maintain, look upon the face of this watch and think of the many friends you have who will always remember you wherever you are or go."

I want to say that these two men, B. C. Byers and Wm. Rother, had the greatest organization ever had on any railroad. We except none. The men would do anything to promote their interest and make their official positions a success. That proves but one thing to us: where there is union there is strength.

The meeting was closed and a general hand-shaking ensued, with talks over old times for an hour, every one leaving the place happy. Division 492, called to order by the Chief Engineer, had a very large attendance, a great many visitors being present, making an attendance of forty. We had a very interesting meeting, having an initiation after the business had been transacted. Division was called to close and everyone went home feeling that the day had been well spent.

J. M. BEGGS, Div. 492.

BRO. H. E. WILLS, A. G. C. E., well known throughout B. of L. E. circles as our Congressional Representative located in Washington, D. C., was leading a bachelor life which he did not seem to like very much. During the last adjournment of Congress he paid a visit to one of our Western States, presumably in our minds on Brotherhood business. Now it seems that Brother Wills got a little mixed on his errand and when we learned the truth by an announcement card it was Sisterhood business, which was a surprise to Division 160, who decided they could not let the occasion pass without a little celebration.

We appointed a committee, who arranged for an entertainment to be held November 8, in Naval Lodge Hall, 4th

and Pennsylvania av. S. E., with the assistance of the Women's Auxiliary.

As the appointed hour drew near our hall began to fill with members of both Orders and their families, who came to do honor to our distinguished guest.

After explaining the object of the gathering, sweet strains of music were rendered, which met with hearty applause, as also did the poems given by Miss Grace Bush and the selections sung by Mr. Herbert.

After this Brother Wills was escorted to the stage and introduced, and in a few well-chosen remarks by our worthy Chief, Brother Simpson, Brother Wills was presented with a beautiful water pitcher and tray, which bore the following:

"Presented by Capitol Division 160, B. of L. E."

On the pitcher the letter W was engraved.

Brother Wills responded in language very much to his credit, and all present seemed to realize that he highly appreciated the gift. I am sure that each member present felt proud that we had made the heart of our dear old Brother feel happy and proud that he was a member of this great organization, the Brotherhood of Locomotive Engineers.

Bro. A. E. Ensign, Chief Boiler Inspector for the United States, being present, came forward and interested all present in the many duties surrounding his office, and requested the aid and cooperation of every engineer to accomplish success in his undertakings, which would add greatly to our safety and protection to our families.

This concluded the first part of our evening's pleasure, the second part being conducted by the Women's Auxiliary one story above, to which all adjourned to find tables laden with choice fruit and flowers, and a full corps of willing ladies to wait on them, which they did with much credit.

After the feast a large number retired to the hall below and did the light fantastic to popular selections until a late hour, when a genial handshake was indulged in and good wishes for success to the bride and groom were extended.

Our evening's entertainment concluded with everybody happy.

W. C. JASPER, Sec.-Treas. Div. 160.

ON November 21, Snowdrift Div. 138, B. of L. E., Campbellton, N. B., Canada, gave their first reception and ball in the Masonic Temple, which was largely attended and termed the most enjoyable function of the kind ever held in Campbellton.

The committee, composed of Brothers O. Mathews, C. E.; John Gilker, Secretary; John Cameron, Milton Doherty and T. G. Scott, is to be congratulated on the splendid arrangements made for the comfort of such a large number, everyone speaking most highly of the evening's entertainment.

The chaperones were Mrs. Murray, Christy, Napier and Thos. Malcolm.

When the appointed time for the grand march came a most brilliant and very beautiful scene met the eye looking over the crowded hall. When most of the guests were assembled the committee formally welcomed the visitors, Mr. John Gilker, Secretary, saying:

"Snowdrift Div. 138, of the B. of L. E., wishes at this their first reception and dance to extend a most hearty welcome to our friends and guests here to-night, and in some explanation of the objects of the society will say that this great organization known as the Brotherhood of Locomotive Engineers, of which this, the Snowdrift Division, forms a very minute part, was first organized in Detroit, Mich., in 1864, and had a most meager enrollment. The objects of the society are mutual benefit, an insurance to help widows and orphans of railroad engineers, also a pension for old and disabled members. The benefits paid out amount to many millions of dollars. The membership continues to increase till now we have something like 75,000."

This information regarding the Order was very much appreciated by those present, as there were a great many who did not know of the aims and objects of the society, or what B. of L. E. meant.

The hall was beautifully decorated with flags, I. R. C. and I. N. R. pennants, and red, white and green railway lanterns.

Back of the orchestra was hung a large picture—a scene on the Intercolonial Railway, showing the Ocean Limited, while immediately above it was placed an electric headlight, and higher up the letters "B of L. E." adorned the wall.

At 8:30 the grand march was started to the music of McEachran's Orchestra, from Chatham, and led off by Mrs. Milton Doherty and Bro. O. Mathews, C. E. From then on until the "wee sma' hours" the dancing was kept up with vigor, the floor being crowded all the time. Several square dances on the program gave everybody an opportunity.

During the intermission an excellent lunch, provided by the wives of the members, was served, after which several extra dances were put on. Mrs. Mathewson and Mrs. Theberge assisted with the music, and the occasion as a whole was very satisfying to all who had part in it.

Fraternally yours, L. E. D.

MR. THOMAS P. FOWLER, the retiring president of the New York, Ontario & Western Railway, was born in Newburgh, N. Y., in 1851. He is a graduate of the Columbia Law School and his railway experience has been entirely in the executive department. Operating a small property, Mr. Fowler was able to come in close personal contact with the officers and the employees to quite an extent, and as president of the N. Y., O. & W. Ry., he was always very easily approached, never standing on ceremony, and always willing to hear suggestions or complaints from shippers or employees; hence, the sentiment among the employees, which made possible the splendid tribute paid by the employees to Mr. Fowler on Saturday, November 9, as indicated by the following from the *Middletown Daily News*:

"Mr. Fowler retired from the presidency of the Ontario & Western in September last, after a full and faithful service to the road of 26 years. During this time the Ontario & Western has grown from two or three trains a day to 40 trains a day, half of which are first-class trains, and from a single-track road with poor roadbed to a double-track road with the best foundation of

any railroad in the country. On retiring from the presidency Mr. Fowler could look with pride upon his railroad, for it has the name of being one of the best for its length in the United States.

"This was due largely to the employees of the railroad, the greater number of whom Mr. Fowler had at one time or another met personally. Every employee knew him, loved and esteemed him, and there was universal regret in the ranks when it became known that President Fowler was to retire from active life. As soon as this fact became known, the employees of the operating department of the railroad began a movement, the object of which was to show their love and esteem for their former chief.

"After much consideration it was decided that a loving-cup of proper dimensions to partially express their feelings should be presented to Mr. Fowler. The employees of the operating department all along the line contributed, and the cup was ordered manufactured by Gorham & Co., of Fifth avenue, New York.

"The purchasing committee was composed of H. S. Ryder, Edward Henry, Ira C. Wallace, John M. Wilson, T. F. Cullinan and W. J. Haley.



BRO. THOMAS P. FOWLER,

"The inscription on the cup was as follows:

"Presented to Thomas Powell Fowler by the employees of the operating department of the New York, Ontario & Western Railway Company, in token of their recognition of his ability and success in the management of the company as its president for twenty-six years, 1886-1912, their grateful appreciation of his uniform kindness and sympathy, and with their best wishes for his future happiness."

"Then arrangements were made for the presentation, the day being fixed for Saturday, November 9. President Fowler had no intimation of what was going on.

"Saturday morning at 10:30, a special train, composed of official engine 26 and official car 25 left Middletown for Warwick, bearing the cup and the presentation committee, which was composed of Edward McNiff, of Div. 292, representing the Locomotive Engineers; Edward Henry, representing the Conductors; John M. Wilson, representing the Trainmen; Herbert Kennedy, representing the Firemen; William Pohlman, representing the Mechanical Department; T. F. Cullinan, representing the Agents and Telegraphers, and Peter Johnson, representing the Road Department.

"Arriving at Warwick the committee immediately went to the home of Mr. Fowler, and were given a cordial welcome by Mr. and Mrs. Fowler. The visitors were entertained at luncheon, which was one of the most pleasant affairs any of those present had ever participated in.

"At the conclusion of luncheon, Edward McNiff, of this city, the veteran engineer who has been on the O. & W. since 1869, arose, and on behalf of the committee and all employees of the operating department of the O. & W. made the presentation of the beautiful cup, which had been brought in,

"Mr. McNiff's words were few, but expressed the feelings of all of President Fowler's friends in the operating department. For a moment Mr. Fowler could not say a word, and there were tears in his eyes. Then he simply expressed his gratitude and appreciation of the kindly feelings which had prompted the gift, and desired that the committee carry back to those who made the gift possible his heartfelt joy in the knowledge that they had remembered him with the hope that they might continue to prosper in the future as they had in the past.

"Shortly after the presentation committee returned to their special train."

Courtesy Bro. H. S. Ryder, Div. 292.

A BANQUET and presentation was recently held by the members of the B. of L. E. and G. I. A., Grand Trunk system, of which the *Barris (Ont.) Gazette*, says:

When a man's friends present him with a purse containing \$400 in gold, and also remember his wife in a very substantial form, it is a sure indication that he has not only served them well in some form, but has also succeeded in winning a warm place in their regard. Mr. D. C. Cameron and his estimable wife apparently earned that distinction, as on the evening of Nov. 28 about 150 of the B. of L. E., representing the whole of the G. T. R. system, with their wives, met in the Y. M. C. A. hall to express there appreciation of his past services during his twenty-eight years of membership of the General Board of Adjustment on the G. T. R., during the greater part of which time he occupied the responsible position of chairman.

The G. I. A. to the B. of L. E. had gone to a great deal of trouble in decorating the hall and preparing lunch, and it was an attractive scene that greeted the audience when Mr. T. C. Royce took the chair. He made a short and pithy explanation as to the nature of the gathering, paying a warm tribute to Mr. Cameron, whom he had known for many years, and who was respected alike by the officials of the company and the employees, but especially the engineers.

The program was varied and enter-

taining and was furnished entirely by the engineers and members of their families. It was:

Instrumental duet, Mrs. Geo. Cameron and Miss O'Connor; solo, Miss Freida Boone; solo, Master Jack Little; instrumental, Miss Bessie Firman; solo, Mrs. Wm. Park; solo, Master Arthur Walker; instrumental duet, Miss Gladys and Audrey Firman.

Mr. J. S. Johnston, of Galt, read the following appreciative address to Mr. and Mrs. Cameron, when Mr. Oliver, of Hamilton, presented the former with \$400 in gold; Mr. J. T. Clark, of Allandale, presenting Mrs. Cameron with a silver tea service:

"The engineers of the G. T. R. system, whose interests you have so well served and promoted during the past twenty-five years as Chairman of the General Committee of Adjustment, feel that they owe much to your untiring zeal and ability while presenting and guarding their interests in matters, financial and otherwise, which have come up between the officials of the company and their engineers during all these years. While you have been courteously persistent in what we were contending for, yet at the same time the harmony existing between the officials of the company and their engineers has been preserved—a condition we consider greatly to our advantage.

"In appreciation of you as a Brother, and to give some tangible expression of your worth to us, we ask you to accept this purse of gold; and let us assure you that with it goes the hope that you may long be spared to direct and counsel us in the future as in the past.

"To your good wife, Mrs. Cameron, the engineers on this system wish to present this silver tea service in token of their appreciation of the many self-denials and personal sacrifices she has been called upon to make during your many and prolonged absences from home while protecting our interests.

"Trusting that you may long be spared to each other in health and happiness, and that all good things, spiritual and temporal, may be yours, is the wish of your brother engineers.

"Signed on behalf of the B. of L. E.—

J. Oliver, D. Broughton, J. T. Clark, T. J. Campbell, W. Parsley, W. G. Dewar, and J. S. Johnston, secretary-treasurer of the committee."

In acknowledging the gifts, Mr. Cameron also acknowledged "that for once he couldn't express himself as he wished." He, however, facetiously remarked that he was glad the gifts had been so equally divided between Mrs. Cameron and himself, otherwise he might have got very little, though words could not express how highly they would both cherish the thoughtfulness of their friends for the balance of their lives. He also referred to the many courtesies received at their hands in the years gone by.

Messages of regret at being prevented by previous engagements from attending were received from Mr. W. D. Robb, of Montreal, superintendent of motive power; and Mr. J. Mackay, of Toronto, master mechanic of the middle division.

The program was then continued: Solo, Miss Reta O'Connor; address, by one of our old honorary members, Mr. George Mills, of Toronto; trio, Mrs. Boone, Miss Boone and Mr. George Lawrence; speech, Mr. J. R. Donnelly, master mechanic; solo, Mr. George Lawrence; speech, Mr. Allen, of Battle Creek, Mich.; solo, Mrs. Wm. Pratt; speech, Mr. Newcombe, of Toronto; solo, Master G. Wardman; speech, Mr. Wm. Quilter; duet, Mrs. Pratt and Mrs. Boone; address, Mrs. Boskill, one of the visiting members of the L. A.; the whole making a most interesting and enjoyable evening.

SPECIAL NOTICES

Sec. 89. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following Divisions will correspond with the Sec.-Treas. of their Divisions immediately:

713—T. E. Nield.

Traveling card belonging to Bro. Pat Woods, member of Div 221, has been lost or stolen. If presented for favors kindly take up and forward to Bro. Wm. McClure, S.-T. Div 221, 567 S. Jefferson street, Huntington, Ind.

Information is wanted relative to one George

Lynch, who left home Oct. 7, 1912. He is 16 years of age, 6 feet tall, slender; has light brown hair, blue eyes and fair complexion. Kindly address his mother, Mrs. Ellen Lynch, Rawlins, Wyo.

Wanted—To know the present address of one T. Edwards, an engineer, who when last heard of was in Miles City, Mont. Kindly address Bro. E. W. Cottrill, S.-T. Div. 430, 352 W. Kansas avenue, Trinidad, Colo.

Information is wanted relative to one U. H. Brandon, who formerly worked for the C. B. & Q. and Illinois Central, and who left Centralia, Ill., about five years ago. He is 34 years of age, 5 feet 7 inches tall, and has blue eyes and dark hair. Kindly address his wife, Mrs. Muriel Brandon, 522 N. 5th street, Springfield, Ill.

Anyone knowing the present address of Fred F. Palmer, who was several years with the Lima, Ohio, Locomotive Works, and formerly a member of Div. 394, Chicago, Ill., will confer a favor by corresponding with the Editor, 1124 B. of L. E. Bldg., Cleveland, O.

Information is wanted of the whereabouts of Bro. C. A. Castle, a member of Div. 630. When last heard from in July, 1912, he was about to sail for Ecuador. His mother is anxious to hear from him. Kindly address Bro. M. S. Cartright, S.-T. Div. 630, 1031 E. Adams street, Enid, Okla.

Information is wanted relative to one Charles Hornsby, who when last heard from in 1892 was running an engine on the Mexico Central R. R. Kindly address Bro. Robert Hornsby, member of Div. 68, 150 Clarence street, London, Ont., Can.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Hamilton, O., Nov. 29, collision, Bro. Percy Shepherd, member of Div. 11.

Fort Wayne, Ind., Dec. 2, paralysis, Bro. Wm. Glenn, member of Div. 12.

Fort Wayne, Ind., Nov. 12, operation for gall stones, Bro. Chester Durnell, member of Div. 12.

Rochester, N. Y., Oct. 27, nephritis, Bro. Nicholas Kehoe, Sr., member of Div. 18.

Bloomington, Ill., Nov. 24, general debility, Bro. R. J. Hawks, member of Div. 19.

Portland, Me., Nov. 21, Bro. Frank O. Mitchell, member of Div. 40.

Columbia, Pa., Nov. 25, pneumonia, Bro. John S. Fissel, member of Div. 45.

Baltimore, Md., Nov. 8, pneumonia, Bro. Joseph M. Fanton, member of Div. 52.

Port Jervis, N. Y., Nov. 29, apoplexy, Bro. Peter F. Saley, member of Div. 54.

Oneonta, N. Y., Nov. 28, cancer, Bro. Geo. N. Colvin, member of Div. 58.

Somerville, Mass., Nov. 15, heart failure, Bro. E. B. Cole, member of Div. 61.

West Springfield, Mass., Dec. 8, Bro. C. M. Smith, member of Div. 63.

Milwaukee, Wis., Nov. 29, pneumonia, Bro. Henry C. Dibble, member of Div. 66.

Milwaukee, Wis., Nov. 22, diabetes, Bro. John Kiely, member of Div. 66.

Baltimore, Md., Nov. 27, hemorrhage, Bro. G. Shaw, member of Div. 97.

Baltimore, Md., Dec. 11, derailment of engine, Bro. C. Hile, member of Div. 97.

Laramie, Wyo., Nov. 9, Bro. Peter Hansen, member of Div. 103.

Philadelphia, Pa., Nov. 13, struck by bridge, Bro. Ira H. Taylor, member of Div. 109.

Des Moines, Ia., Sept. 30, Bright's disease, Bro. John O'Brien, member of Div. 113.

Brockville, Ont., Can., Nov. 29, Bro. W. W. Bramley, member of Div. 118.

Fresno, Cal., Nov. 28, cancer, Bro. James R. Jackson, member of Div. 126.

Rutherford, N. J., Dec. 6, Bro. C. W. Blizzard, member of Div. 135.

Ogden, Utah, Nov. 22, operation, Bro. Geo. Forbs, member of Div. 136.

New York, N. Y., Dec. 8, cancer, Bro. John W. Corbett, member of Div. 145.

Lewiston, Ida., Dec. 8, general debility, Bro. W. G. Houghton, member of Div. 147.

N. Vancouver, B. C., Can., Nov. 13, apoplexy, Bro. J. A. Forbes, member of Div. 147.

Bayonne, N. J., Dec. 13, complications, Bro. Wm. H. Smith, member of Div. 157.

Syracuse, N. Y., Nov. 22, Bro. John Fox, member of Div. 169.

Syracuse, N. Y., Nov. 20, acute Bright's disease, Bro. Thos. Mullins, member of Div. 169.

Baraboo, Wis., Dec. 1, diphtheria, Bro. L. E. Metcalf, member of Div. 176.

St. Paul, Minn., Sept. 26, operation, Bro. D. Mahoney, member of Div. 180.

Grand Island, Neb., erysipelas, Bro. James McQuade, member of Div. 183.

Hartford, Conn., Dec. 10, bowel and kidney trouble, Bro. Thos. F. Breen, member of Div. 205.

Montpelier, O., Dec. 9, Bro. Wm. H. Weber, member of Div. 218.

Huntington, Ind., Nov. 14, ulceration of stomach, Bro. John Keefer, member of Div. 221.

Union, N. H., July 19, acute nephritis, Bro. H. Hale, member of Div. 224.

Sunbury, Pa., July 7, cerebral softening, Bro. W. H. Hinkel, member of Div. 250.

E. Mauch Chunk, Pa., Dec. 8, Bright's disease, Bro. Neal Dugan, member of Div. 257.

Scranton, Pa., Nov. 28, heart disease, Bro. Frederick L. Steenbach, member of Div. 276.

Savanna, Ill., Dec. 12, Bro. Val Plath, member of Div. 294.

Kane, Pa., Nov. 13, heart failure, Bro. Andrew Larson, member of Div. 298.

Amarillo, Tex., Sept. 22, cancer, Bro. W. D. Tucker, member of Div. 299.

Allen Mills, Me., Nov. 17, apoplexy, Bro. John T. Daniels, member of Div. 312.

Richmond, Va., Nov. 30, appendicitis and peritonitis, Bro. John Lynch, member of Div. 321.

Medicine Hat, Alberta, Can., Nov. 25, wreck, Bro. James Cain, member of Div. 322.

St. Louis, Mo., Dec. 9, Bro. S. P. Jennings, member of Div. 327.

Raleigh, N. C., Nov. 19, collision, Bro. W. A. Faison, member of Div. 339.

Raleigh, N. C., Nov. 19, collision, Bro. C. H. Beckham, member of Div. 339.

Sayre, Pa., Sept. 2, bowel trouble, Bro. Frank McCarthy, member of Div. 380.

Albuquerque, N. Mex., Nov. 29, tuberculosis, Bro. J. C. Sullivan, member of Div. 386.

Roanoke, Va., Nov. 25, Bright's disease, Bro. B. W. Dunn, member of Div. 401.

Brooklyn, N. Y., Nov. 25, apoplexy, Bro. Al Steele, member of Div. 419.

Buffalo, N. Y., Nov. 26, nephritis, Bro. A. M. Sherbert, member of Div. 421.

Buffalo, N. Y., Dec. 14, paralysis, Bro. Perry Randall, member of Div. 421.

Harrisburg, Pa., Dec. 1, Bro. Wm. Eshelman, member of Div. 459.

Edmonton, Alberta, Can., Nov. 11, heart failure, Bro. James T. George, member of Div. 462.

Allendale, Ont., Can., Aug. 10, fell from train, Bro. W. J. Collings, member of Div. 486.

Kansas City, Mo., Aug. 16, Bright's disease, Bro. W. F. Prouty, member of Div. 491.

Kansas City, Mo., Nov. 17, Bright's disease, Bro. Chas. E. Dixon, member of Div. 502.

St. Paul, Minn., Dec. 6, acute indigestion, Bro. James J. Spellman, member of Div. 516.

Chickasha, Okla., Dec. 3, Bro. J. H. Ferguson, member of Div. 523.

Algiers, La., Nov. 23, wreck, Bro. Edward Laughlin, member of Div. 531.

Kenora, Ont., Can., Oct. 30, dropsy, Bro. E. A. Willoughby, member of Div. 535.

Corunna, Ont., Can., Aug. 23, operation, Bro. John Wellington, member of Div. 535.

S. Kaukauna, Wis., Oct. 26, heart trouble, Bro. B. Finnigan, member of Div. 536.

Toledo, O., Oct. 27, typhoid fever, Bro. I. Powell, member of Div. 550.

Carrizozo, N. Mex., Dec. 4, tuberculosis, Bro. James McGowan, member of Div. 591.

Beardstown, Ill., Dec. 5, locomotor ataxia, Bro. V. E. Morris, member of Div. 665.

Deer Lodge, Mont., Dec. 1, tuberculosis, Bro. Geo. Totto, member of Div. 669.

Pittston, Pa., Dec. 6, engine overturned, Bro. Chas. W. Marth, member of Div. 673.

Hammond, Ind., Dec. 7, Bro. M. L. Dick, member of Div. 682.

Columbus, Miss., Nov. 27, engine derailed, Bro. W. E. Hammond, member of Div. 719.

Columbus, Miss., Nov. 27, engine derailed, Bro. L. E. Coburn, member of Div. 719.

Levis, P. Q., Can., Sept. 16, tuberculosis, Bro. James Huard, member of Div. 753.

Dyersburg, Tenn., Nov. 22, tuberculosis, Bro. E. E. Sutherland, member of Div. 762.

Port Morris, N. J., Sept. 25, heart failure, Bro. Geo. W. Ply, member of Div. 767.

Georgetown, Ky., Aug. 21, Bro. S. F. Steele, member of Div. 782.

Princeton, W. Va., Nov. 16, boiler explosion, Bro. A. W. Andrews, member of Div. 785.

Blue Island, Ill., Nov. 18, senile dementia, Bro. Pascal Breecher, member of Div. 815.

Indianapolis, Ind., Nov. 18, old age, Mrs. Missouri Higgs, wife of Bro. W. H. Higgs, member of Div. 492.

Abbeville, S. C., Dec. 5, Mrs. Susie Ferguson, mother of Bro. W. D. Ferguson, member of Div. 498.

Waco, Tex., Dec. 2, Mrs. Helen L. Miller, wife of Bro. R. A. Miller, member of Div. 201.

Helper, Utah, Oct. 30, Mrs. D. C. Gibson, wife of Bro. D. C. Gibson, member of Div. 713.

Roanoke, Va., Dec. 4, Bright's disease, Mrs. Hannah Bell, mother of Bro. J. W. Bell, member of Div. 301.

New Castle, Pa., Dec. 13, killed, Mr. James R. Daugherty, father of Bro. Harry Daugherty, chief clerk to the G. C. E., member of Div. 757.

West Springfield, Mass., Oct. 24, Mrs. Jeanette Mathews Desoe, wife of Bro. C. Desoe, member of Div. 63, and honorary member of the G. I. D., and mother of Bro. A. J. Desoe, member of Div. 64.

ADMITTED BY TRANSFER CARD

Into Division—

- 17—C. W. Hardin, from Div. 113.
 33—R. A. Whiting, from Div. 812.
 57—Chas. E. Meister, from Div. 312.
 77—F. A. Aufford, from Div. 589.
 97—Ward A. Conrad, from Div. 506.
 John McCabe, from Div. 353.
 109—John W. Foster, from Div. 373.
 110—Chas. W. Smethurst, Wm. H. Benson, Bert Hite, from Div. 415.
 138—J. Brimble, from Div. 753.
 156—A. K. Hogan, from Div. 407.
 161—J. A. Wood, from Div. 664.
 166—David Noble, from Div. 299.
 173—F. D. Kernan, from Div. 95.
 177—C. L. Pace, from Div. 433.
 187—H. M. Mitchell, from Div. 501.
 191—Geo. A. Buzzell, from Div. 64.
 194—T. M. Webb, from Div. 307.
 205—W. E. Clark, from Div. 65.
 216—E. J. Sowell, from Div. 194.
 219—J. H. Wilder, from Div. 496.
 D. P. Ridgley, from Div. 224.
 B. D. Hill, from Div. 199.
 222—W. H. Post, from Div. 634.
 256—J. A. Sanders, from Div. 568.
 R. H. McGregor, from Div. 639.
 C. A. Lofin, from Div. 368.
 265—D. M. Stickley, from Div. 101.
 F. E. Blattner, from Div. 224.
 E. J. Stafford, M. B. Ratcliff, J. C. Burford, E. J. Yingling, C. H. Burns, J. K. Dupree, from Div. 743.
 277—C. C. Sandusky, from Div. 624.
 283—Norton S. Whallon, from Div. 110.
 290—Wm. M. Jolliffe, from Div. 80.
 J. V. Gahan, from Div. 400.

Into Division—

- 290—M. J. Milton, from Div. 576.
 302—Louis Kolting, from Div. 24.
 309—J. M. Hendricks, from Div. 769.
 314—F. K. Smith, from Div. 244.
 320—E. R. Oberchalt, from Div. 147.
 330—Chas. L. Zerbe, Chas. F. Tietbohl, from Div. 424.
 335—M. R. Oakes, R. C. Carter, from Div. 61.
 355—L. McIntyre, from Div. 663.
 362—Geo. McVey, from Div. 236.
 W. S. Knox, from Div. 277.
 365—Martin Fitzgibbons, from Div. 215.
 366—H. Hooper, T. Lyons, J. G. Mulvey, T. J. Pledge, from Div. 680.
 386—O. H. Hammonds, from Div. 495.
 399—F. A. Nicholson, from Div. 641.
 J. C. Foster, G. F. Follmer, from Div. 224.
 418—J. R. Hegeman, from Div. 112.
 A. H. Wagner, from Div. 61.
 428—C. D. Toler, from Div. 42.
 445—D. Calender, from Div. 438.
 452—C. O. Frye, from Div. 550.
 471—F. W. Polk, L. D. Carter, from Div. 756.
 477—W. H. Robinson, from Div. 289.
 500—Wm. Dixon, from Div. 636.
 Mack Montry, from Div. 777.
 W. S. Fitzgerald, from Div. 123.
 511—Geo. H. Metzger, from Div. 323.
 519—John Bush, from Div. 520.
 527—S. Z. Turk, from Div. 763.
 Joseph E. Cook, from Div. 284.
 528—Wm. J. Smith, from Div. 295.
 530—J. H. Hewitt, from Div. 299.
 540—James B. Windsor, from Div. 186.
 548—J. D. Surber, from Div. 785.
 553—C. A. Zenz, from Div. 446.
 J. J. Hupler, from Div. 136.
 583—John Day, from Div. 716.
 John W. Sieg, from Div. 540.
 Otto J. Kramer, A. B. Thompson, H. N. Smith, G. A. Emberg, from Div. 559.
 F. Shellito, from Div. 379.
 591—T. A. Duffy, from Div. 438.
 605—Geo. D. Miller, from Div. 159.
 620—H. L. Bradley, from Div. 211.
 652—Alfred Billman, from Div. 376.
 654—E. L. Plummer, from Div. 814.
 655—J. C. McGrath, from Div. 146.
 676—W. D. Reeder, D. L. Reeder, from Div. 438.
 680—W. C. Byron, from Div. 366.
 Theodore Roy, from Div. 187.
 692—Chas. Barnum, from Div. 283.
 704—J. F. Wilson, from Div. 283.
 715—W. G. Stinson, from Div. 716.
 A. B. Purdy, from Div. 355.
 A. E. Crum, from Div. 746.
 W. A. Clark, from Div. 713.
 731—H. H. Kane, from Div. 488.
 736—P. J. Kinnee, from Div. 524.
 737—J. J. Egge, from Div. 817.
 744—R. S. High, from Div. 385.
 755—C. L. McCaustle, from Div. 636.
 W. H. Morrison, from Div. 343.
 758—Elmer Larson, from Div. 228.
 John Reese, from Div. 591.
 770—G. W. Agnew, from Div. 737.
 773—E. T. Moriarity, W. E. Pickering, from Div. 800.
 776—Arthur S. Hall, from Div. 438.
 780—A. J. Grinnell, from Div. 438.
 784—L. W. Patterson, from Div. 11.
 788—J. A. Smith, G. E. Guffy, Sam McCormack, from Div. 363.
 789—E. P. Holt, from Div. 438.
 796—E. R. Winter, from Div. 764.
 S. A. Dunn, from Div. 230.
 P. H. Perry, from Div. 33.
 H. H. Jentz, from Div. 695.
 L. W. Pinkston, from Div. 224.
 F. Morrison, from Div. 197.
 801—E. R. Stevens, from Div. 147.
 Albert Heap, from Div. 488.
 806—A. N. Norwood, from Div. 391.
 816—H. D. Wilson, from Div. 426.
 817—A. T. Peterson, from Div. 818.
 Frank J. Horvorka, from Div. 369.
 J. W. Currie, from Div. 180.
 818—W. H. Ballweber, from Div. 746.
 Wm. Cortrite, from Div. 356.

WITHDRAWALS

From Division—

6—J. R. Boyzell.
64—Thos. Loynd.
74—B. Rourke.
156—John P. Gamman.
179—C. F. Rosenstahl.
199—W. E. Somerville.
224—Thos. Bruce.
226—C. E. Beresford.
320—Lewis King.
385—H. B. Jones.

From Division—

387—T. S. Duffield.
418—Martin Townsend.
436—J. H. Terrell.
565—Chas. A. Simpson.
598—E. R. Kemp.
671—John Sagvoid.
702—C. W. Ledgard.
712—T. L. Carr.
798—Mac Donaldson.
816—Geo. G. Stauffer.

REINSTATEMENTS

Into Division—

6—John Alborg.
24—Frank Otto.
32—Thomas Cooper.
37—Rush Menifee.
51—W. F. Hayes.
60—Theo Scott.
65—Chas. Delminger.
119—Wm. E. Woods.
146—J. C. McGrath.
186—J. B. Windsor.
250—B. B. Hoover.
279—B. L. Surface.
285—J. H. Davis.
399—Ed. H. Burgert.
403—Joseph Blanchard.
424—G. O. Burkhart.
435—A. J. Whitfield.
466—Frank Werner.
475—E. R. DeRossett.
490—Edward Mattison.
P. H. Bryan.
510—W. E. Biggs.
522—M. D. Baughman.
523—H. T. True.
562—F. Miller.
569—C. E. Billingsley.

Into Division—

617—R. P. Mullins.
H. P. Robinson.
648—G. C. Bennet.
666—J. I. Medlin.
J. T. Nichols.
683—M. P. Pasowicz.
Edward Lock.
H. L. Kapmeyer.
696—H. H. Jentz.
697—Wm. P. Denmark.
731—J. H. Klidd.
733—W. E. Depolster.
736—R. R. Fauntleroy.
747—Joseph Haystone.
752—W. G. Waltman.
769—G. H. Wellburn.
E. B. Huntley.
W. M. Kirkland.
803—W. O. Evans.
805—C. R. Jarvis.
815—J. F. O'Leary.
H. Chatterson.
F. J. Limback, from
defunct Div. 111. by
order of Harrisburg
Convention.

EXPELLED

FOR NON-PAYMENT OF DUES

5—G. C. Stokum.
54—Wm. Kellerman.
113—M. E. Sherman.
H. A. McCabe.
145—Francis X. Miller.
Fred Peterrell.
222—A. T. Banyard.
I. B. Mann.
228—Geo. W. Flood.
324—A. G. Preston.
328—J. J. Francis.
331—E. H. Sine.
349—John Kaelble.
350—J. E. Dunlap.
362—C. E. Thornberg.
395—James Rennie.
415—H. W. McConell.
457—F. F. Goodsite.
476—B. O. Jones.
490—S. Walburn.
507—P. Mulbreinlin.
548—N. B. Delaney.
550—F. B. Clouser.
588—G. W. Larson.
636—W. L. Brigrance.
640—Bruce F. Phares.

672—R. C. Brennen.
J. C. Yancey.
R. W. Darden.
T. S. Mercer.
C. F. Allen.
698—O. M. Humphrey.

706—G. A. Adams.
G. T. Sanders.
791—J. E. Leverich.
805—Chas. Jones.
806—T. H. Vaughn.
813—Raymond S. Hand.

FOR OTHER CAUSES.

51—J. J. Begley, F. Widdekind, forfeiting insurance.
60—August Burmaster, entering saloon business.
74—J. W. Hepford, non-payment of dues and forfeiting insurance.
104—J. S. Stoner, intoxication.
206—H. W. Miller, violation of obligation and unbecoming conduct.
210—J. J. Mallard, intoxication.
224—Geo. Willmer, D. A. McKinley, non-payment of dues and failing to correspond with Division.
236—J. O. Aumann, forfeiting insurance.
250—J. I. Stumpff, A. M. Alexander, W. D. Kline, non-payment of dues and forfeiting insurance.
273—B. S. Rose, non-payment of dues and forfeiting insurance.
304—Walter Gawn, forfeiting insurance.
Claud Willis, engaging in liquor business.
313—Geo. E. Stewart, non-payment of dues and forfeiting insurance.
343—L. Byrne, non-payment of dues and forfeiting insurance.
356—T. E. Couch, non-payment of dues and failing to take out insurance.
395—Thos. E. Ganin, non-payment of dues and not corresponding with Division.
400—P. P. Murray, non-payment of dues and forfeiting insurance.
404—Geo. A. Lillig, non-payment of dues and forfeiting insurance.
437—M. C. Stansberry, forfeiting insurance.
456—C. D. Morris, J. B. Weisiger, J. B. Warren, J. A. Hasto, O. J. Sawyer, violation of obligation.
473—W. T. Porter, non-payment of dues and forfeiting insurance.
497—Geo. Christie, forfeiting insurance.
517—John R. Dillon, non-payment of dues and forfeiting insurance.
612—F. L. Ringlebin, intoxication.
642—C. E. Clapp, non-payment of dues and forfeiting insurance.
645—A. E. Dickinson, forfeiting insurance.
673—John Flemming, violation of obligation.
674—G. W. Strupe, forfeiting insurance.
685—S. D. Young, intoxication.
692—Harry Reed, non-payment of dues and forfeiting insurance.
704—J. B. Ahern, forfeiting insurance.
719—J. E. Mangham, intoxicated while on duty.
817—J. T. Bowen, non-payment of dues and not corresponding with Division.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. Bldg., CLEVELAND, O.

The B. of L. E. Journal.

CHANGE OF ADDRESS.

Name..... Division No.....

Box or Street and No.....

Postoffice..... State.....

OLD ADDRESS.

Postoffice..... State.....

Be Sure and Give Old Address and Division Number.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 328-331.

SERIES L.

OFFICE OF ASSOCIATION, ROOM 1136, B. OF L. E. BLDG.
CLEVELAND, OHIO, Jan. 1, 1913.

To the Division Secretaries L. E. M. L. and A. I. A.

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 100, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
244	O. G. Miller.....	36	629	Mar. 24, 1907	Nov. 10, 1911	Blind left eye.....	\$1500	Self.
245	H. W. Simons.....	71	77	May 16, 1871	Dec. 28, 1911	Blind.....	3000	Self.
246	Ludwig Johnson.....	40	262	Sept. 26, 1907	Aug. 16, 1912	Right eye removed	1500	Self.
247	John M. Clegg.....	50	515	May 16, 1897	Oct. 9, 1912	Killed.....	1500	Firzie Clegg, w.
248	A. E. Harrison.....	31	209	Mar. 4, 1907	Oct. 26, 1912	Paralysis.....	1500	Kate H. Lewis, s.
249	R. H. Robinson.....	24	805	Nov. 2, 1910	Oct. 28, 1912	Killed.....	1500	Mrs. R. H. Robinson, m
250	E. C. Seeley.....	42	805	Nov. 2, 1909	Oct. 29, 1912	Killed.....	1500	Ida M. Seeley, w.
251	Z. G. Hanscomb.....	50	232	Feb. 14, 1898	Nov. 1, 1912	Chronic nephritis.....	3000	Nieces and nephew.
252	M. B. Hackney.....	35	801	Nov. 9, 1910	Nov. 1, 1912	Myocarditis.....	1500	Barbara Hackney, m
253	D. P. McDonnell.....	31	183	Jan. 23, 1912	Nov. 4, 1912	Abscess on brain.....	1500	M. F. McDonnell, f.
254	Cornelius Lynehan.....	56	205	Nov. 4, 1900	Oct. 4, 1912	Moritur dictum.....	3000	Mary Lynehan, w.
255	Martin L. Brown.....	55	454	Mar. 19, 1891	Nov. 8, 1912	Heart failure.....	1500	Eliz'th M. Brown, w.
256	Jas. T. George.....	31	462	May 10, 1909	Nov. 11, 1912	Heart failure.....	1500	Linna George, w.
257	James McQuade.....	68	183	Mar. 8, 1893	Nov. 13, 1912	Erysipelas.....	1500	Mary McQuade, w.
258	Wm. H. Sharkey.....	37	11	Apr. 1, 1905	Nov. 13, 1912	Killed.....	1500	Catherine Sharkey, m
259	John Keefer.....	33	221	June 16, 1907	Nov. 14, 1912	Hemorrh'ge of st'ch	1500	Mary L. Keefer, m
260	A. W. Andrews.....	38	785	Dec. 5, 1904	Nov. 15, 1912	Killed.....	1500	Nellie M. Andrews, w
261	John T. Daniels.....	55	312	Dec. 19, 1892	Nov. 17, 1912	Paralysis.....	3000	May E. Johnson, c.
262	A. J. Hawkins.....	43	507	Dec. 7, 1903	Nov. 17, 1912	Left arm amput'd.	3000	Self.
263	Chas. E. Dixon.....	63	502	Dec. 16, 1880	Nov. 17, 1912	Bright's disease.....	3000	Sons.
264	Pascal Breecher.....	80	815	May 20, 1870	Nov. 18, 1912	Paralysis.....	3000	Mary Pearson, d.
265	Jno. W. O'Donnell.....	71	816	Jan. 29, 1888	Nov. 19, 1912	Right leg amput'd.	1500	Self.
266	W. A. Faicon.....	50	339	Feb. 3, 1893	Nov. 19, 1912	Killed.....	4500	Wife and mother.
267	C. H. Beckham.....	46	339	May 2, 1893	Nov. 19, 1912	Killed.....	4500	Jennie Beckham, w
268	Geo. A. Martz.....	46	466	Nov. 30, 1894	Nov. 20, 1912	Pneumonia.....	1500	Ellen Martz, w.
269	Thos. Mullins.....	58	169	Oct. 31, 1899	Nov. 20, 1912	Bright's disease.....	750	Theresa L. Mullins, s
270	Frank O. Mitchell.....	60	40	Aug. 26, 1902	Nov. 21, 1912	Chronic nephritis.....	750	Wm. N. Mitchell, s.
271	John Kiely.....	31	66	Apr. 7, 1912	Nov. 22, 1912	Diabetes.....	1500	Jas. G. Kiely, s.
272	Geo. A. Forbes.....	63	136	Nov. 10, 1897	Nov. 22, 1912	Stomach trouble.....	750	Laura M. Forbes, d.
273	E. Sutherland.....	31	762	Nov. 15, 1909	Nov. 22, 1912	Tuberculosis.....	1500	Hattie Sutherland, w.
274	Edw. Laughlin.....	34	531	Aug. 13, 1906	Nov. 23, 1912	Killed.....	1500	Euph'nie Laughlin, w
275	John Fox.....	33	169	Jan. 4, 1907	Nov. 23, 1912	Killed.....	3000	Anna Fox, m.
276	F. H. Hastings.....	53	583	Oct. 2, 1898	Nov. 24, 1912	General paresis.....	1500	Herm'n R. Hastings, b
277	George Holden.....	48	583	July 6, 1892	Nov. 24, 1912	Spinal trouble.....	1500	Daughter and son.
278	Thomas Scanlan.....	50	520	July 17, 1897	Nov. 24, 1912	Fatty deg'n of he't	1500	Maggie Scanlan, w.
279	Robert J. Hawks.....	74	19	June 15, 1869	Nov. 24, 1912	Cancer of stomach	3000	Lewis B. Hawks, n.
280	John S. Fissel.....	52	45	Aug. 23, 1908	Nov. 25, 1912	Pneumonia.....	1500	Sarah Fissel, w.
281	Albert Steele.....	57	419	Apr. 26, 1902	Nov. 25, 1912	Angina pectoris.....	1500	Children.
282	And'w M. Sherbert.....	47	421	Aug. 31, 1904	Nov. 26, 1912	Chronic nephritis.....	1500	Sarah Sherbert, w.
283	Louis E. Coburn.....	35	719	Mar. 19, 1905	Nov. 27, 1912	Killed.....	3000	Gussie Coburn, w.
284	W. E. Hammond.....	29	719	Oct. 13, 1907	Nov. 27, 1912	Killed.....	1500	Anna B. Hammond, w
285	W. J. Broom.....	46	85	Nov. 6, 1897	Nov. 27, 1912	Acute gastritis.....	750	J. S. Broom, w.

No. of Asst.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
236	Jas. R. Jackson...	65	126	Jan. 3, 1895	Nov. 28, 1912	Carcinoma of st'ch	\$4500	Blanche Jackson, d.
237	Fred Steenback...	46	276	Oct. 24, 1898	Nov. 28, 1912	Acute nephritis...	1500	E. M. Steenback, w.
238	Geo. N. Colvin...	68	58	Nov. 17, 1889	Nov. 28, 1912	Cancer.....	3000	Elizabeth Colvin, w.
239	Percy Shepherd...	37	11	Oct. 1, 1911	Nov. 29, 1912	Killed.....	1500	Alma R. Shepherd, w.
290	Jas. C. Sullivan...	37	386	Nov. 11, 1906	Nov. 29, 1912	Tuberculosis.....	3000	Mike Sullivan, b.
291	C. H. Oliver.....	53	158	June 29, 1892	Nov. 29, 1912	Nephritis.....	3000	Mrs. C. H. Oliver, w.
292	Henry C. Dibble...	48	66	Feb. 15, 1902	Nov. 29, 1912	Pneumonia.....	1500	Dora Dibble, w.
293	James West.....	62	466	Jan. 23, 1890	Nov. 29, 1912	Cerebral hemorr'ge	3000	Mrs. Jas. West, w.
294	Wilson W. Bramley	39	118	Sept. 30, 1905	Nov. 29, 1912	Killed.....	1500	Luella A. Bramley, w.
295	John Lynch.....	53	321	June 5, 1895	Nov. 30, 1912	Appendicitis.....	4500	Wife and brother.
296	J. J. Gahagan.....	50	641	Sept. 30, 1892	Dec. 1, 1912	Cerebral hemorr'ge	1500	Mrs. J. J. Gahagan, w.
297	Wm. Eshelman.....	52	459	Dec. 22, 1901	Dec. 1, 1912	Killed.....	3000	Mary Eshelman, w.
298	L. E. Metcalf.....	43	176	July 3, 1899	Dec. 1, 1912	Diphtheria.....	3000	Cora Metcalf, w.
299	Jas. F. Connelly...	50	192	Jan. 11, 1910	Dec. 2, 1912	Arterio sclerosis...	1500	Amelia Connelly, w.
300	W. M. Glenn.....	70	12	Feb. 21, 1887	Dec. 2, 1912	Paralysis.....	3000	Children.
301	Geo. W. Robinson...	35	375	Dec. 10, 1904	Dec. 2, 1912	Killed.....	3000	Mabel E. Robinson, w.
302	James Furgason...	56	523	May 26, 1898	Dec. 3, 1912	Killed.....	1500	Children.
303	C. A. Weise.....	36	504	Jan. 25, 1903	Dec. 3, 1912	Appendicitis.....	3000	Elizabeth A. Weise, w.
304	J. B. Crowley.....	35	368	July 19, 1904	Dec. 3, 1912	Left leg amput'ed	4500	Self.
305	Chas. B. Galleher...	51	106	Sept. 15, 1894	Dec. 4, 1912	Left eye removed...	4500	Self.
306	James McGowan...	46	591	Dec. 6, 1899	Dec. 4, 1912	Tuberculosis.....	3000	Catherine DeMay, s.
307	Van E. Norris.....	43	665	June 28, 1905	Dec. 5, 1912	Locomotor ataxia...	1500	Elizabeth Norris, w.
308	Chas. W. Warth...	40	678	Dec. 18, 1907	Dec. 6, 1912	Killed.....	1500	Mary E. Warth, w.
309	John Casey.....	62	713	Nov. 10, 1897	Dec. 6, 1912	Nephritis.....	3000	Minnie Casey, w.
310	Chas. W. Blizard...	67	135	Mar. 26, 1892	Dec. 6, 1912	Angina pectoris...	1500	Carrie Blizard, w.
311	M. L. Dick.....	31	682	Oct. 13, 1906	Dec. 7, 1912	Killed.....	3000	Mellie H. Dick, w.
312	John W. Corbett...	50	145	July 16, 1899	Dec. 7, 1912	Carcinoma.....	1500	Ettie J. Corbett, w.
313	Neal Dugan.....	49	257	May 11, 1902	Dec. 8, 1912	Chronic nephritis...	1500	Louisa Dugan, w.
314	Chas. M. Smith...	63	63	Jan. 7, 1896	Dec. 8, 1912	Cerebral hemorr'ge	1500	Sons.
315	Cornelius E. New...	78	47	Jan. 24, 1891	Dec. 9, 1912	Cancer.....	3000	Millie A. New, w.
316	Wm. H. Weber.....	53	218	Dec. 24, 1908	Dec. 9, 1912	Cerebral hemorr'ge	1500	Theodosia Weber, w.
317	S. P. Jannings...	61	327	Dec. 20, 1886	Dec. 9, 1912	Septicemia.....	1500	Children.
318	J. M. Shepherd...	61	266	Aug. 6, 1889	Dec. 11, 1912	.....	1500	Mrs. J. M. Shepherd, w.
319	J. F. Brown.....	51	312	Mar. 1, 1893	Dec. 11, 1912	Enteritis.....	1500	Ester M. Brown, w.
320	Christ Hile.....	52	97	Mar. 12, 1899	Dec. 11, 1912	Killed.....	3000	Ida B. Hile, w.
321	C. A. Baumgardner	46	212	Jan. 21, 1907	Dec. 11, 1912	Suicide.....	1500	Sons.
322	Thos. Breen.....	40	205	July 20, 1902	Dec. 12, 1912	Heart disease.....	1500	Wife and children.
323	H. T. Jenkins.....	56	312	Aug. 4, 1890	Dec. 12, 1912	Paralysis.....	1500	Georgiana Jenkins.
324	John Cleveland...	56	160	Aug. 17, 1893	Dec. 12, 1912	Killed.....	1500	Fannie E. Cleveland, d.
325	Chas. E. Stocker...	41	255	Aug. 7, 1910	Dec. 13, 1912	Killed.....	3000	Marg'et M. Stocker, w.
326	Wm. H. Smith.....	62	157	Mar. 15, 1887	Dec. 13, 1912	Cirrhosis of liver...	3000	Arthur S. Smith, s.
327	W. G. Houghton...	47	147	Dec. 8, 1900	Dec. 8, 1912	Acute gastritis...	3000	Mary Houghton, w.
328	James C. Cook.....	47	652	Apr. 26, 1908	Dec. 13, 1912	Heart disease.....	1500	Agnes S. Cook, w.
329	C. L. Smith.....	29	786	Nov. 24, 1910	Dec. 14, 1912	Tuberculosis.....	3000	Mrs. Chas. Smith, m.
330	W. R. McPherson...	33	619	July 9, 1905	Dec. 14, 1912	Heart failure.....	1500	Em'ine McPherson, w.
331	Jacob D. Roemer...	59	589	Oct. 27, 1883	Dec. 16, 1912	.....	3000	Jacob D. Romer, s.

Total number of claims, 88. Total amount of claims, \$190,500.00.

Financial Statement.

CLEVELAND, O., Dec. 1, 1912.

MORTUARY FUND FOR NOVEMBER.

Balance on hand.....\$221,443 70
Paid in settlement of claims.....138,750 00

Surplus

Received by assessments 105-
108 and back assessments...\$146,918 48
Received from members carried
by the Association.....274 05
Interest for November.....624 51 \$147,817 04

Balance in bank Nov. 30, 1912.....\$230,510 74
SPECIAL MORTUARY FUND.

Balance on hand.....\$29,643 76
Received in November, 1912.....16,725 30

Total.....46,369 06
Paid for bonds.....125 00

Balance in bank Nov. 30, 1912.....\$16,244 06
EXPENSE FUND FOR NOVEMBER.

Balance on hand.....\$45,045 20
Received from fees.....379 88
Received from 2 per cent.....3,339 06

Total.....48,764 14
Expenses during month of Nov., 1912., 2,783 68

Balance in bank Nov. 30, 1912.....\$45,980 46

Statement of Membership.

FOR NOVEMBER, 1912.

Classified rep-
resents: \$750 \$1,500 \$2,250 \$3,000 \$3,750 \$4,500

Total member-
ship Oct.

31, 1912.....1,980 41,258 175 18,413 14 3,754

Applications

and rein-

statements

received during

the m'th

Totals....1,980 41,471 175 18,533 14 3,795

From which

deduct poli-

cies termin-

ated by

death, acci-

dent, or oth-

erwise.....

11 130 .. 48 .. 13

Total member-

ship Nov.

30, 1912.....1,969 41,341 175 18,485 14 3,782

Grand total.....65,766

WEEKLY INDEMNITY CLAIMS PAID DECEMBER 1, 1912.

Cl'im	Div.	Name	Amount Paid	Cl'im	Div.	Name	Amount Paid
749	8	J. F. Bushman.....	\$68 57	810	241	J. L. Corrigan.....	\$31 43
750	237	W. B. Goodrich.....	14 29	811	333	W. J. Murphy.....	34 29
751	376	Albert Siegfried.....	75 00	812	8	C. H. Cameron.....	31 43
752	44	Thomas Ogden.....	71 43	813	400	J. L. McClelland.....	10 71
753	265	B. S. Artope.....	15 71	814	219	T. A. Coles.....	54 29
754	724	R. A. Rine.....	25 71	815	193	Leo Jeansonne.....	20 00
755	432	J. N. Day.....	50 00	816	498	T. J. Douthart.....	34 29
756	585	J. A. Lightfoot.....	54 29	817	485	W. D. Cain.....	51 43
757	427	Harry E. Kinsley.....	80 00	818	576	N. Keeler.....	37 14
758	444	Wm. E. Turner.....	228 57	819	446	J. C. Simmons.....	20 00
759	200	S. A. McCormac.....	36 43	820	42	J. F. Showman.....	68 57
760	632	G. M. Crocker.....	145 71	821	449	C. A. Culpepper.....	30 36
761	295	Thomas Bennett.....	94 29	822	27	Wm. R. Dickman.....	34 29
762	267	E. L. Patterson.....	68 57	823	400	Chas. C. Colyer.....	21 43
*763	491	P. H. Burns, Adv.....	230 00	824	251	Chas. E. Donnelly.....	25 71
*764	336	E. M. Burns, Adv.....	150 00	825	400	W. C. Hugo.....	22 86
*765	554	F. C. Stelter, Adv.....	225 00	826	474	Jas. A. Morton.....	22 86
766	8	B. A. Marble.....	20 00	827	803	E. M. Rogers.....	40 00
767	762	J. W. McNamara.....	34 29	828	15	A. E. Cowley.....	180 00
768	427	R. L. Eaves.....	25 71	829	218	Elmer Keener.....	40 00
769	427	C. C. Eaves.....	42 86	830	210	E. H. Scoville.....	14 29
770	209	P. J. Cregg.....	44 29	831	569	W. S. Bell.....	115 71
771	60	C. E. Lakin.....	64 29	832	333	Hugh M. Hazlett.....	50 00
772	708	C. M. Crawford.....	60 00	833	271	H. E. Richmond.....	15 00
773	78	Phil C. Soden.....	111 43	834	436	C. C. Hafer.....	40 00
774	8	V. B. Larkin.....	28 57	835	200	E. M. Nelson.....	30 00
775	223	Sam W. Smith.....	20 00	836	252	James Bunton.....	90 00
776	223	John A. Sanders.....	21 43	837	372	John Brofka.....	628 57
777	359	G. M. Watson.....	85 71	838	599	F. J. Rosbach.....	45 71
778	488	E. W. Gregg.....	23 21	839	425	Jos. Poor.....	102 86
779	399	James Hoyt.....	10 00	840	354	W. F. Adams.....	60 00
780	99	Peter Ohlson.....	10 71	841	761	Perry Zimmerman.....	20 00
781	411	G. H. Glenn.....	12 86	842	169	Chas. A. Easterly.....	11 43
782	606	H. D. Bigelow.....	34 29	843	301	Arthur Linkons.....	40 00
783	626	J. P. Sheldon.....	28 57	844	265	J. W. Johnson.....	37 14
784	47	H. W. Plummer.....	10 00	845	78	A. Winterhalter.....	45 71
785	44	James Measures.....	268 57	846	237	H. A. Hanes.....	23 57
786	301	H. T. Batchelor.....	45 71	847	156	Jas. T. Vanarsdale.....	31 43
787	262	P. J. Conroy.....	85 71	848	428	F. B. Platt.....	100 00
788	40	Chas. B. Willis.....	55 71	849	672	H. C. Stevenson.....	25 71
789	660	A. W. Kraft.....	602 86	850	603	John Sullivan.....	45 71
790	83	C. W. Waits.....	51 43	851	738	Robt. L. Meeks.....	20 00
791	290	J. D. Campbell.....	71 43	852	769	J. C. Bennett.....	28 57
792	366	John Roach.....	40 00	853	432	C. D. Schwine.....	53 57
793	726	Wm. V. Rittenburg.....	382 86	854	630	A. W. Bell.....	27 86
794	48	Jas. C. Harvey.....	51 43	855	230	L. A. Schlevoigh.....	20 00
795	294	B. F. Higgins.....	15 00	856	409	C. A. Stephenson.....	57 14
796	471	E. L. Stone.....	22 86	857	554	W. M. Lannon.....	25 71
797	230	Chas. Koerner.....	11 43	858	198	John D. Thomas.....	54 29
798	177	C. H. Coleman.....	30 00	859	444	E. E. Frizzell.....	45 71
799	19	Joe S. Berner.....	15 00	860	301	T. C. Totten.....	40 00
800	155	G. L. Spence.....	28 57	861	69	Paul Busch.....	40 00
801	713	F. L. Cowan.....	20 00	862	132	R. B. Savage.....	10 71
802	490	Frank M. Gibbs.....	5 71	863	237	W. S. Brundidge.....	40 00
803	139	John H. Shepler.....	85 71	** 32	70	Frank Willbee, Bal.....	52 50
804	218	I. H. Wagner.....	40 00	*671	265	J. L. Wysong, Adv.....	65 00
805	427	H. G. Lane.....	20 00	*744	107	J. T. Downs, Adv.....	90 00
806	69	Morgan Curran.....	291 43	*967	267	M. T. Steele, Adv.....	75 00
807	181	Frank Phillips.....	28 57	*525	42	Joseph Mattis, Adv.....	175 00
808	11	Chas. M. Hill.....	55 71	*391	48	G. W. Lutes, Adv.....	100 00
809	169	Wm. H. Ryan.....	15 71	552	8	George Grant, Bal.....	52 86

8121 05 8121 05

Total number of Weekly Indemnity Claims, 113

*Number of advance Payments on Claims, 8.

**Claims reopened, 1.

INDEMNITY DEATH CLAIMS PAID DECEMBER 1, 1912.

Cl'im	Div.	Name	Amt. Paid
99	218	Henry Hinkle.....	\$2000. 00
			\$2000 00 2000 00.
Total number of Death Claims, 1.			\$10,121 05.
Weekly Indemnity Claims paid from Dec. 1, 1906, to Nov. 1, 1912.....			\$400,442 15
Indemnity Death Claims paid from April 1, 1907, to Nov. 1, 1912.....			174,708 57
			\$575,150 72 575,150 72
			\$585,271 77

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y & Treas.

LOCOMOTIVE ENGINEERS JOURNAL

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Washington and Lincoln.

Two holidays in February commemorate the birth of Washington and Lincoln—the two greatest leaders in the history-making periods of our country—George Washington, February 22, and Abraham Lincoln, February 12. Every State in the Union makes February 22 a legal holiday. February 12 is a legal holiday in 22 States, and we believe some day, when the personal greatness of Abraham Lincoln can be viewed without political prejudice, February 12 will be a legal holiday in every State; but the

name of Washington leads all others, and places with which he was associated are preserved in many States, as the *Chicago Record-Herald* enumerates:

Relics of Washington abound in Morristown, N. J., and elsewhere, particularly in Washington, Philadelphia and New York. The original White House—the home of President Washington during his residence in Philadelphia—is on Market, below Sixth street. The house is now divided into three stores; a tablet, set up by the Sons of the Revolution, identifies it. At Valley Forge, an hour's ride from Philadelphia, the house that was Washington's headquarters is now



WASHINGTON AND LAFAYETTE AT THE HOME OF WASHINGTON.

excellently kept as a Washington Museum.

The Historical Society of Pennsylvania has in its Philadelphia building the finest private collection of Washingtoniana in the world. Here may be seen the earliest known document of the Washington family—the will of George Washington's grandfather, who was the first Washington to settle in America; a letter wherein the mother of Washington speaks sadly of her son's departure as a soldier to the French and Indian war; the handsome rolling-top desk of inlaid mahogany—a French piece—which Washington used when he was President; lottery tickets for the Mountain Road Lottery, which Washington conducted, each ticket containing a Washington autograph; locks of Washington's hair, silver buckles from his shoes, and over a thousand intimate souvenirs of that kind. It has also the last letter Washington ever wrote, and many thousands of Washington autograph letters and documents of the most interesting and valuable nature. It is rich in portraits of Washington. In one of its collections alone—the Baker Washingtoniana—there are 1,200 portraits. It possesses, too, the study for the first portrait, the "Arlington portrait," which Charles Willson Peale painted.

The New York Historical Society has among its Revolutionary relics the camp bedstead of Washington which he used during his campaign as Commander-in-Chief of the United States Army. Another relic is an autograph letter by Washington to the Mayor, Recorder, Alderman and Commonalty of the City of New York, accepting the freedom of the city in 1785.

A snuffbox inlaid with silver and pearls presented by George Washington to Bushrod Washington, and given by him to the widow of Lewis Washington, is now in the family of Mrs. Roger A. Pryor, of New York. Another Washington relic is his pencil case and gold pen, which came into the possession of Anita E. Evans, of New Rochelle, N. Y. A gold ring with a lock of his hair given by Washington to Mrs. James Madison, and by her in 1847 to the Rev. George Duffield, became the property of Mrs. Edwards Pierrepont, of New York. A breastpin owned by Washington is now the property of William Bailey, of Faxon, N. Y. Another ring containing a lock of his hair and mounted with pearls is

owned by Mrs. Benham, widow of General Benham, of New York.

At the New York City Hall, among an important collection of Revolutionary memorials in the Governor's room, are several Washington relics. One of the most important of these is the writing desk at which he performed his official duties while in New York. The chair in which he sat at the inaugural ceremonies is also there and is an object of much veneration. Many pieces of the second set of furniture used in Congress are in the collection in the Governor's room. Another prized relic is the Washington picture woven in silk in France at a cost of \$10,000 and presented by that country to New York City.

Probably one of the most familiar of the Washington memorials in New York is the old Jumel mansion, known in the Revolutionary days as the Morris house. It was here that a pretty romance was weaved around the career of Washington. He, when a young man, visited the place and met the charming Mary Philipse, and—if the chronicles be true—fell in love with her. But Fate decreed that she should wed another, and 20 years later Washington had established his headquarters in the self-same house. It was there, also, that Aaron Burr had his love affair, and later it was from the historic house that he went forth on that ill-fated morning to fight his duel with Alexander Hamilton at Weehawken. Recently the old house and the commanding grounds overlooking the Harlem were purchased by the city, after the unceasing efforts for years of the men's and women's patriotic societies of New York.

Perhaps the most conspicuous of all the monuments erected to "The Father of Our Country" is the full-length heroic in bronze on the steps of the New York Sub-Treasury, the old site of Federal Hall, where Washington took the oath of office April 30, 1789. This monument was unveiled in 1883. Once a year the Daughters of the American Revolution decorate it with a laurel wreath and with red, white and blue ribbons, marching in a body there from the graves of the Revolutionary heroes in Trinity churchyard.

The time was, when our celebration of July 4 was annoying, and brought to the surface the historic prejudice against Washington as the great leader for his country's cause; but that has mellowed

and faded with time to nothingness now, when the results can be viewed and the benefits to all seen. Washington's estimation of his own greatness is best seen in the meekness in what he said when he resigned as Commander-in-Chief of the Revolutionary Army:

"A man must be more than an infidel who does not see the divine goodness, or has not gratitude enough to acknowledge it."

In his retirement at his own home during the year 1784 following peace concluded September 3, 1783, his far-seeing wisdom is seen in the following: "It is, indeed, a pleasure, from the walks of private life, to view in retrospect all the meanderings of our past labors, the difficulties through which we have walked and the happy haven to which the ship has been brought. Is it possible, after this, that it should founder? Will not the All Wise and All Powerful Director of human events preserve it? I think He will. He may, however, for some wise purpose of His own, suffer our indiscretions and folly to place our National character low in the political scale, and this, unless more wisdom and less prejudice take the lead in our government, will certainly happen."

What Washington feared did happen, but after 100 years, with the stability of our government established, it is pleasing to have such testimony of good-will and good wishes as evidenced in the following from the Associated Press:

The celebration of the anniversary of peace between the United States and the British Empire, December 24, 1814, was made the occasion for expression of appreciation by many of the leading public men in Great Britain, United States and Canada, through the medium of the *Belfast, Ireland, Telegraph*.

Earl Grey, former Governor-General of Canada, wrote:

"The hundred years' peace has been of untold value to the political and social development alike of Great Britain, the United States and the Canadian Dominion. We hope to have a worthy celebration of the event two years hence."

The Earl of Meath wrote:

"War between the two great branches of the Anglo-Saxon race, let us firmly believe to be an impossibility in the future. Such a belief will go far to make it impossible."

Secretary of State Knox wrote:

"This anniversary serves to remind us, not of the termination of a great struggle, but of the subsequent passing of almost a century of peace and good-will. In this long era of unbroken friendship we English-speaking cousins have realized and benefited from our kinship. Neighborly intercourse and trade have developed and grown to colossal proportions."

G. W. Wickersham, United States Attorney-General, wrote:

"The peace established between us nearly a century ago has now become not only a habit, but a condition, one which it is unthinkable should ever be altered."

M. Burrell, Canadian Minister for Agriculture, wrote:

"If to commemorate special days is a good thing in general, it is especially pleasant to think of the commemoration of a day which, happily, has led to a century of peace."

Judson Harmon, Governor of Ohio, wrote:

"We rejoice in the assurance of the past and the present that the long era of tranquillity which we have enjoyed will continue unbroken forever."

Rev. W. H. Roberts, D. D., Chairman of the Executive Committee of the Federal Council of the Churches of Christ in America, wrote:

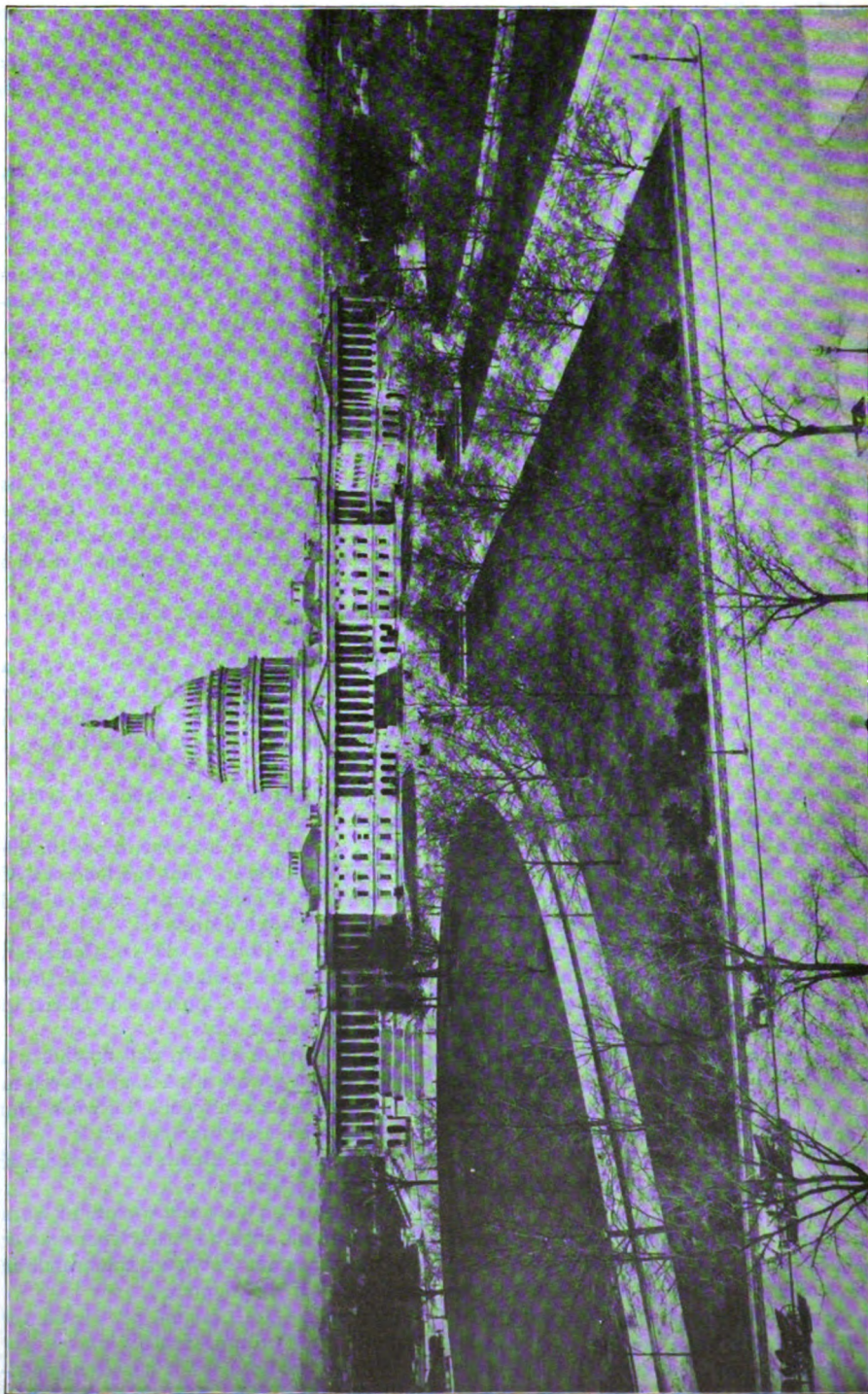
"The treaty of Ghent put an end to a strife between brethren and ushered in an era of unbroken peace between the great English-speaking nations."

Right Rev. C. B. Brewster, Bishop of Connecticut, wrote:

"Whatsoever wars and rumors of wars there may be, we know that there never can be war again between this republic and the United Kingdom."

Chancellor McCrimmon of McMaster University, Toronto, wrote:

"Ninety-eight years of peace and good-will throughout the Anglo-Saxon world. May the angel of peace continue to guide



THE CAPITOL, WASHINGTON, D. C., NAMED IN HONOR OF PRESIDENT GEORGE WASHINGTON.

the statesmen of the British Empire and of the United States."

ABRAHAM LINCOLN, FEB. 12, 1809.

On February 11, 1909, a joint resolution was passed by the Senate and House of Congress, making February 12 a legal holiday in the District of Columbia and the territories, and the President issued the following:

A PROCLAMATION.

WHEREAS, By joint resolution by Congress it is provided that the 12th day of February, 1909, the same being the centennial anniversary of the birth of Abraham Lincoln, be, and same is hereby made a special legal holiday in the District of Columbia and the territories of the United States: And,

WHEREAS, By the joint resolution, the President is authorized to issue a proclamation in accordance with the foregoing, setting apart the 12th of February, 1909, as a special legal holiday:

Now, therefore, I, Theodore Roosevelt, President of the United States of America, in virtue of the authority conferred upon me by the said joint resolution, do hereby set apart the 12th day of February, 1909, as a special legal holiday.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed. Done at the City of Washington this 11th day of February. In the year of our Lord one thousand nine hundred and nine, and of the Independence of the United States the one hundred and thirty-third.

(Signed)

THEODORE ROOSEVELT.

By the President: Robert Bacon, Secretary of State.

At Hodgenville, Ky., on February 12, 1909, the corner-stone was laid of a building (called the Lincoln Memorial Hall) to mark the birthplace of Abraham Lincoln, the 16th President of the United States of America, born February 12, 1809.

The speeches of the day were delivered by former Governor Folk, president of the Lincoln Farm Association, Governor Wilson on behalf of Kentucky, Secretary of Agriculture James A. Wilson on behalf of the Union, Gen. Luke E. Wright on behalf of the Confederacy, and President Roosevelt on behalf of the Nation.

Much has been said and written upon Lincoln's attitude toward capital and labor, and we quote the following from the *Commoner*, W. J. Bryan's paper of July 8, 1904:

Raymond's *Life of Lincoln*, which was published soon after his death, contains on pages 498 to 500 a response to a committee of laboring men from New York who called upon him on the 21st day of March, 1864.

The interview, quoted verbatim from

pages 498, 499 and 500 of Raymond's *Life of Lincoln*, is as follows:

"Gentlemen of the Committee: The honorary membership in your association, as generously tendered, is gratefully accepted.

"You comprehend, as your address shows, that the existing rebellion means more and tends to do more than the perpetuation of African slavery—that it is, in fact, a war upon the rights of all working people. Partly to show that this view has not escaped my attention, and partly that I cannot better express myself, I read a passage from the message to Congress in December, 1861:

"It continues to develop that the insurrection is largely, if not exclusively, a war upon the first principle of popular government, the rights of the people. Conclusive evidence of this is found in the most grave and maturely considered public documents, as well as in the general tone of the insurgents. In those documents we find the abridgment of the existing right of suffrage, and the denial to the people of all right to participate in the selection of public officers, except the legislative, boldly advocated, with labored argument to prove that large control of the people in government is the source of all political evil. Monarchy itself is sometimes hinted at as a possible refuge from the power of the people.

"In my present position I could scarcely be justified were I to omit raising a warning voice against this approach of returning despotism.

"It is not needed, nor fitting, that a general argument should be made in favor of popular institutions; but there is one point, with its connections, not so hackneyed as most others, to which I ask a brief attention. It is the effort to place capital on an equal footing, if not above, labor, in the structure of government. It is assumed that labor is available only in connection with capital; that nobody labors unless somebody else owning capital, somehow by the use of it induces him to labor. This assumed, it is next considered whether it is best that capital shall hire laborers, and thus induce them to work by their own consent,

or buy them, and drive them to it without their consent. Having proceeded so far, it is naturally concluded that all laborers are either hired laborers, or what we call slaves. And, further, it is assumed that whoever is once a hired laborer, is fixed in that condition of life. Now there is no such relation between capital and labor as assumed, nor is there any such thing as a free man being fixed for life in the condition of a hired laborer. Both these assumptions are false, and all inferences from them are groundless.

"Labor is prior to, and independent of, capital. Capital is only the fruit of labor, and could never have existed if labor had not first existed. Labor is the superior of capital, and deserves much the higher consideration. Capital has its rights, which are as worthy of protection as any other rights. Nor is it denied that there is, and probably always will be, a relation between capital and labor, producing mutual benefits. The error is in assuming that the whole labor of a community exists within that relation. A few men own capital, and that few avoid labor themselves, and, with their capital, hire or buy another few to labor for them. A large majority belong to neither class—neither work for others, nor have others working for them. In most of the Southern States, a majority of the whole people, of all colors, are neither slaves nor masters; while in the Northern, a large majority are neither hirers nor hired.

"Men with their families—wives, sons, and daughters—work for themselves, on their farms, in their homes, and in their shops, taking the whole product to themselves, and asking no favors of capital on the one hand, nor of hired laborers or slaves on the other. It is not forgotten that a considerable number of persons mingle their own labor with capital; that is, they labor with their own hands and also buy or hire others to labor for them, but this is only a mixed and not a distinct class. No principle stated is disturbed by the existence of that mixed class.

"Again, as has already been said, there is not, of necessity, any such thing as the free hired laborer being fixed to

that condition for life. Many independent men everywhere in these States, a few years back in their lives, were hired laborers. The prudent penniless beginner in the world labors for wages a while, saves a surplus with which to buy tools or land for himself, then labors in his own account another while, and at length hires another new beginner to help him. This is the just and generous and prosperous system which opens the way to all—gives hope to all, and consequent energy and progress, and improvement of condition to all. No men living are more worthy to be trusted than those who toil up from poverty—none less inclined to touch or take aught which they have not honestly earned. Let them beware of surrendering a political power they already possess, and which, if surrendered, will surely be used to close the door of advancement against such as they, and to fix new disabilities and burdens upon them, till all of liberty shall be lost."

"The views thus expressed remain unchanged, nor have I much to add. None are so deeply interested to resist the present rebellion as the working people. Let them beware of prejudices, working division and hostility among themselves. The most notable feature of a disturbance in your city last summer was the hanging of some working people by other working people. It should never be. The strongest bond of human sympathy, outside of the family relation, should be one uniting all working people, of all nations, and tongues, and kindreds. Nor should this lead to a war upon property, or the owners of property. Property is the fruit of labor; property is desirable; is a positive good in the world. That some should be rich shows that others may become rich, and, hence, is just encouragement to industry and enterprise. Let not him who is houseless pull down the house of another, but let him labor diligently and build one for himself, thus by example assuring that his own shall be safe from violence when built."

We publish the above matter pertaining to Washington and Lincoln as purely historic, and without the slightest bias, believing as a Union soldier, that the day will come when the name of Lincoln will

be honored by all the States alike, and that eventually the names of U. S. Grant and Robert E. Lee will be equally honored as the greatest generals and patriots of their time.—EDITOR.

Betty's Cheap Valentine.

BY J. G. FREDERICK.

"I hate valentines," said Betty crossly.

"So?" said Bobby. "And wherefore?"

"I got 10 this morning," continued

Betty, ignoring the question, "and nine of them were dears. But the tenth—" Betty's lips grew taut.

Bobby exhibited a microscopic suspicion of curiosity. "And the tenth?" he inquired.

"Was the commonest, most ordinary celluloid thing you ever saw. Little curls, pink Cupids and stamped mottoes, all stuck over with hearts and things—ugh!" Betty shrugged her shoulders and drew down the corners of her lips disparagingly.



GENERAL COMMITTEE OF ADJUSTMENT, COLORADO & SOUTHERN RAILWAY.
W. E. McNulty, Cheyenne, Wyo. T. K. Holmes, Chf., Denver, Colo. J. B. Slocum, S.-T., Boulder, Colo.
E. Corrigan, Asst. G. C. E.

Bobby did not say anything. He gazed pensively at a vase.

"I had a dream thing from Juddie. A fluffy satin thing, with a painted scene. Juddie is a nice boy."

Bobby leaned back in his chair.

"And Donnie," continued Betty, "a cute little heart book of real vellum, and—lovely inscriptions. Donnie's been ordered West—leaves Friday—to take charge of a picket or a pillar, or—what do they call it, Bobby?"

"A post," replied Bobby, gravely.

"And I got such a silly one from George—really, it's too ridiculous to describe. And— Oh! I mustn't forget Mr. Barry's—the delicious tenor. We met at the Welcher reception to that German musician; you know, Bobby. I've known him only—let's see, yes, it's three weeks. Do you like him, Bobby?"

"When he sings," replied the latter without emotion.

"He's to sing in the French opera at the Temple next season," replied Betty, victoriously.

"He has nice pink cheeks," remarked Bobby abstractedly.

"So had you before you went with Kent on the Mediterranean in his horrid steam yacht," retorted Betty; "pinker than his."

Bobby was silent.

"I like your color, though, Bobby," said Betty conciliatorily; "you carry it well."

"But, why," insisted Bobby, "do you hate valentines as a class and dote on them individually?"

"Oh, those valentines!" cried Betty, in feigned distress. "That tenth one made me despise them all—as a class. Such wretched taste!"

Bobby twisted in his seat uncomfortably. "Perhaps," he suggested uncertainly, "perhaps you did not see it all."

"I don't want to see more of it," replied Betty, promptly. "I threw it in the fire."

Bobby started and stirred so in his chair that he moved it out of place. "W—why did you do such a thing?" he asked, looking foolishly into Betty's critical eyes.

"You seem to have a stirring sym-

pathy for cheap valentines," sniffed Betty.

Bobby smiled—just a little. "It's cruel to destroy a valentine," he said feebly.

"Perhaps," replied Betty lightly. Then suddenly, "But you must see the pretty ones. Let me show them to you. Isn't this a bit of beautiful Colonial sentiment in miniature oil? I mean to thank Juddie personally."

"Did Juddie paint that himself?" asked Bobby gravely.

"The idea!" ejaculated Betty in scorn; "he doesn't know oil from pastel."

Bobby gathered a gleam of hope.

"But this heart book," continued Betty, "isn't it lovely? Such beautiful satin—"

"I gave a heart book like that to a girl two years ago," put in Bobby, seriously.

"To Clara Ellwood, I suppose," replied Betty disparagingly, toying carelessly with the heart book.

Bobby nodded silently.

"Here's the one George sent me—isn't it just too preposterous—and just like George! And let me show you Mr. Barry's, just characteristic heavy German sentiment all over—. And—Oh, my! where is—?" Betty stopped suddenly with a face full of distress, and then suddenly stamped her foot in provocation. "Why I must have—yes, I did! Isn't it too bad?"

Bobby stared.

"I've thrown Mr. Semple's valentine into the fire instead of that nasty cheap one!" cried Betty.

Bobbie's face looked actually eager. "Where is it?" he asked.

"Oh, it's all burnt up now, foolish!" said Betty with exasperation.

"I mean the—the cheap thing," corrected Bobby solemnly.

"Oh, that?" replied Betty, in disdain; "it's in my room, and I'm going to fetch it now, and burn the nasty thing."

Bobby changed his seat and went before the fireplace apprehensively.

"Now I must see it before you consign it to the flames," pleaded Bobby, when Betty came with it.

"See!" said Betty, holding it at arms' length; "isn't it ugly?"

But suddenly something seemed to have given way at the despised valentine and a rapid transition took place. The cheap valentine had suddenly disappeared, and from its interior there seemed to have come, like a chrysalis, a pretty and tasteful design.

"Gracious!" cried Betty, in amazement, "what has happened?"

Bobby sighed with relief.

"Isn't that lovely?" continued Betty with enthusiasm. "If I had burnt it!"

"I would have been sorry," said Bobby sincerely.

"And I know who it's from," said Betty, with sudden conclusion.

Bobby came closer, ostensibly to admire the valentine, but obviously, when he took the hand that held it, too, to admire its recipient.

"Will you stop hating cheap valentines now?" he asked.

"You always did incline to cheap melodrama, Bobby," replied Betty disapprovingly, gazing absently at the valentine. "Why, here is a ring!" she exclaimed suddenly.

"Yes," replied Bobby. "I hope it fits you," and he put it on without resistance.

"What a cheap valentine!" murmured Betty.

Ireland's Place in History.

On St. Patrick's day, with tender heart and moist eye, we set before ourselves the far form of Ireland, garlanded with the deeds of the past, and bedecked with the colors of bygone days. The pages of Irish history are, without doubt, familiar to all. The brilliant lights and deep shadows, the intense joys and keen sorrows, the failures and triumphs which mark the annals of Erin are an old and familiar story.

Her very early history contains an air of romance, and has, running through it, a depth of color which invests it with a

peculiar charm. In its primal days Druid worship held the hearts of its people and the cult of sylvan deities formed its religion. The beauty and richness of legend, in whose lap Ireland then slept, are rivaled by none, perhaps, save those of classic Greece herself.

Tradition supplies an endless number of crags, hillsides and valleys, which were



BRO. C. C. PHILLIPS, OF DIV. 238, TACOMA, WASH.

And four generations. His mother, his daughter, Mrs. J. W. Knox, and her son, Jack Knox. —Courtesy Mrs. C. C. P.

the subjects of legendary lore, and which captivated the feelings of the Celt with an irresistible spell. The history of those times is obscured by the many myths and fables interwoven with the facts handed down to us. Amid all this vagueness, however, it is plain that, in the early stages of Ireland's career, she left upon the world the impress of a most excellent civilization and that her people possessed much merit and many virtues.

The Ballad of McCarty's Trombone.

Sure, Felix McCarty lived all alone
On the top av a hill be the town av Athone,
And the pride av his heart was a bathered trom-
bone
That he played in an illigent style av his own,
And often I've heard me old grandfather say
That long as he lived, on St. Patrick's day,
The minute the dawn showed the first streak av
gray.

McCarty would rise, this tune he would play:

"Perlaters and fishes make very good dishes
St. Patrick's day in the mor-rnin'
With tootin and blowin he kept it a goin,
Fer rest was a thing he was scor-rnin.
And thim that were lazy could niver be aisy,
But jumped out av bed at the warnin.
Fer who could be stayin aslape wid him playin
"St. Patrick's Day in the Mor-rnin?"

And thim whin the b'ys would fall in fer parade
McCarty'd be gay, wid his buttons and braid,
And whin he stipped off for ter head the brigade,
Why, this was the beautiful tune that he played:

"By—Killarney—lakes—and—fells!
Toot—totoot—totoot—totoot—dells!"
And—the heel av—McCarty's—boot
Mar-arked—the time at—iv-ery—totoot,
And—the slide at—aich—bass—note
Seemed—ter slip ha'f—down—his—throat,
Wholse—he caught his—breath—be—spells—
"By—Killarney—lakes—and—fells!"

Now, McCarty, he lived ter be wrinkled and lean,
But he died wan foin day playin "Warin' the
Green."

And they ould the ould horn ter a British spalpeen,
And it bust whin he tried ter blow "God Save the
Queen!"

But the nights av St. Patrick's day in Athone
Folks dare not go by the ould graveyard alone,
Fer they say that McCarty sits on his tombstone
And plays this sad tune on a phantom trombone.

"The harp that wance through Tara's halls
The soul av music shed
Now hangs as mute on Tara's walls
As if that soul were dead."
And all who've heard the lonesome keens
That that grim ghost has blown
Know well by Tara's harp he means
That battered ould trombone.

—BY JOE LINCOLN.

"Apostle of Joy."

The shamrock, the small white clover of Ireland, is associated with St. Patrick from the day on which he used the trefoil to illustrate the doctrine of the Trinity. It is interesting to know that the Arabic name for the trefoil is "shamrakh," and that it is held sacred in Iran as emblematical of the Persian triads. Pliny comments on the fact

that serpents are never found near the trefoil leaf.

The course of St. Patrick through Ireland, England, Scotland and Wales may be traced by the existence of places named after him. Legends abound without number, each adding to the love and veneration investing this saint, who was in truth an apostle of good works and joy.—*Western News Union.*

Story of a Wedding on St. Patrick's Day.

BY F. A. MITCHEL.

(Copyright by American Press Association, 1911.)

There is a small island called Tory, on the coast of Ireland, about which hangs many a picturesque legend. The islanders are all fishermen. In olden times Tory was a lonely place and a hard place to get to and from. No priest lived there. The islanders were all good Catholics, and not to have a priest handy to baptize them, to marry them and to shrive them subjected them to constant trials.

The only sacred thing they had was the "nun's grave." Long ago during a storm the body of a nun was washed up on the island. That was the first time the people there saw a nun's habit. The leathern girdle and beads made them think that there was something sacred about the body. They prayed to be instructed what to do with it, and a voice told them that it was the body of a holy nun and they must bury it where they had found it. They did so and to this day not a boat ever puts out to fish without a handful of earth from the "nun's grave" to preserve the fishermen from drowning.

Many years ago there lived on Tory island a young fisherman named Fergus Tyrone and a fisher lass named Eileen O'Connor. They were a simple couple, growing up in a small compass and loving each other with that fervor which is to be found in those who live lives close to nature. They were of the same age, having both been born on St. Patrick's day. Fergus, though but 20 years of age at the time the incident I am about to narrate took place, was a hardy young fellow and, however stormy

the weather, never feared to go out to fish in his boat when any other craft was on the water. But Eileen did not fear for him, because she would never let him go without first taking a handful of earth and, after praying the holy nun to protect him, depositing it in the stern of his boat.

This simple couple wished to be married on their twentieth birthday, which was St. Patrick's day, of course, and Fergus had induced a priest from the mainland to agree to come over on that day and marry them. Fergus was to row over in his boat early in the morning of the wedding day, take the priest to the island and bring him back after the ceremony had been performed.

Several days before St. Patrick's day the lovers began to watch the sky for indications of what the weather would be. They feared it might be stormy and the priest would not come over, and if they could not be married on that St. Patrick's day Eileen, whose heart was set on celebrating their birthday, their wedding day and St. Patrick's day together, was resolved that they must wait till the next anniversary, which would be a year.

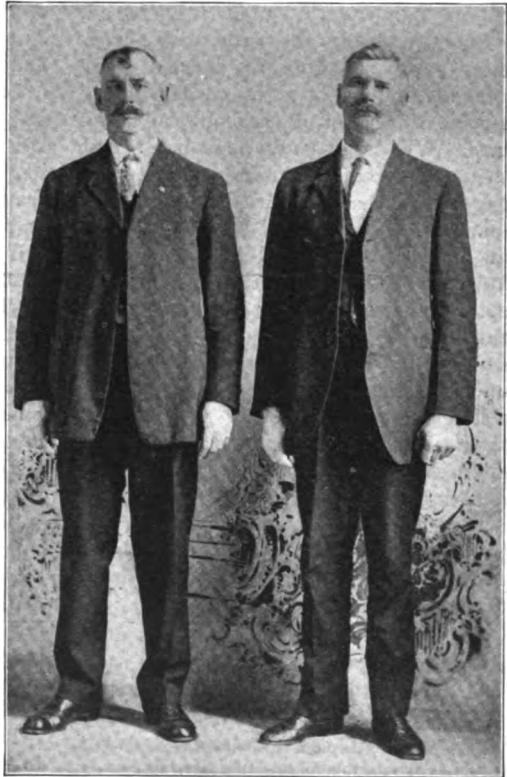
So as the days grew less before the appointed wedding day they watched every weather sign in the heavens and prayed constantly for smooth waters, that there might be no trouble in bringing the priest over to marry them. But, whether, as Fergus believed, he had omitted some penance that he should have done or, as Eileen believed, she had not prayed often enough, on the evening of the 16th of March a dark cloud appeared in the west and the wind began to rise.

In the morning, though the water was quite rough, Fergus said he would go over and see if the father would come with him. So while he went for the oars, Eileen brought some earth from the "nun's grave," dropped it in the boat

with a prayer, and Fergus, returning, started for the mainland.

He found the good father resolved not to go with him. He might be obliged to remain a long while on the island, and what would his flock do in the meanwhile without him?

"But I'll marry you all the same, Fergus, my boy," he said. "Go



THE SMITH BROTHERS.

Bro. H. M. Smith, Div. 471, Bro. G. W. Smith, Div. 56. Have worked on the A. T. & S. F. and K. C. S. My brother, H. M., is now on the C. R. I. & P., and I on the Burlington. —Courtesy G. W. Smith, Chr. G. C. of A. Burlington.

back to Eileen, and when it is noon come down to the shore. I will go out on to the Hornhead and read the service."

"But how shall we know what you are saying?" asked Fergus.

Then the priest told him that when the service was begun a fire would be lighted. At another part another fire would be lighted, and so on till a given number of fires denoted that the service was fin-

ished and the couple had been pronounced man and wife.

Fergus, overjoyed, started back for the island. The wind had risen, and Eileen, who stood watching on the shore, feared that every wave would overturn the boat. When it came near enough for her to see that the priest was not in it her heart misgave her, but even before Fergus had made fast he told her of how they were to be married after all.

Shortly before the noon hour a wedding party stood on the shore of Tory island watching for a fire on Hornhead, a projecting point of rock on the mainland. When they saw a flame burst forth they uncovered and knelt and watched eagerly for the next fire, which was to mark a new part of the service. It was an impressive sight, this bridal party kneeling on the beach upon which wave after wave rolled in, as though to crown the bride with a veil composed of their own spray. Between them and the priest on the Hornhead the whitecaps came rolling toward the bride as if to offer themselves as an adornment for her bridal dress. Fire after fire appeared, each denoting that a new part of the service had been reached, till at last one far brighter than all the rest was lighted, and a sound of wedding bells came over the waters.

The Value of a Kick.

BY WM. J. LAMPTON.

Say, plodder through this vale of tears,
Beset by varying doubts and fears,
And sometimes thinking that the Lord
Was holding back your just reward,
How often have you braced up strong
And tried to kick yourself along?
Not very often? Well, then try
A good hard kick, and don't be shy.
You need that kind; no other's kick
Will start you up one-half so quick.
The trouble's with yourself, and you
Have got to kick yourself to do
The subject justice. If you wait
For someone else to kick, your fate
Is settled, and you'll lag along
Believing that the whole world's wrong;
And so believing, you will be
A dead weight on all energy.
A misanthropic, ugly elf
With none to blame except yourself.
And none to kick you. Cheese it, pard;
Go kick yourself, and do it hard.

Brace up. Let fly. That's right. Once more.
Perhaps you'll feel a little sore,
Perhaps your joints will crack, and you,
At first, will dread the P. D. Q.;
But keep on at it. Let 'em fly,
And you will get there, by and by.

What Was He to Do?

BY MABEL A. SPICER.

"Don't you move!" The passengers of the Twentieth Century Express clapped their hands on their pocketbooks and turned to face the Amazon.

To their relief, they were not confronted by the barrel of a Winchester, but by the pleasant smile of an imposing-looking woman, who bore the marks of a traveling saleswoman. Her eyes were on a sleeping man, who had spread himself and his possessions over an entire section of the Pullman.

"Put my things in the rack, please, porter, or in the aisle. Hush! Don't disturb the gentleman's sleep. I can sit in this little corner," she continued in loud tones, as she took her place beside the feet of the sleeper.

Reassured, the passengers resumed their seats.

"Now why did you wake up?" asked the woman of the still sleeping man. "I told you not to. I'm so sorry to have disturbed you. Truly, I don't mind riding backward. I know some people say it gives you the headache, but I have always heard that it was better for the eyes."

The man came out of his sleep enough to stammer, "But, really, madam, really," and to change seats with his tormentor.

"Well, if you aren't the nicest man! By rights, you know, I should ride backward for I have the upper berth. I know there are women who will impose on a man but I am not that sort. I always say, first come, first served, man or woman. Now, for instance, you engaged this lower berth, and you have a perfect right to it; and I have my opinion of any woman who would ask you to give it up."

"But really, madam, really," between yawns.

"No, you needn't offer it to me. It's

yours and I am determined that you shall keep it. You got there first, you engaged it—it's yours. So not a word. Is this the first time you have ever come to Chicago? The men in the West aren't so considerate of a woman's comfort as you Easterners. Now a Western man never would have offered me that berth. Come to think of it, I am going to ask a favor of you, would you mind going into the smoking room while I climb the ladder? Once up, I don't mind, for they do say the air is purer up there.

"But, really, madam, really."

"Just listen to this man, porter, he insists that I take the lower berth. It doesn't seem fair."

"Bettah take it, mam, it's mighty unhandy getting up that laddah with skirts."

"Now what am I to do, with you two against me? Two against one is scarcely fair. But I suppose I'll just have to yield," she sighed helplessly, as she leaned back against the pillows the porter had brought her.

"First call to dinner in the dining-car!" called out a lusty voice. The man started up; the woman was just leaving her seat. She turned and said in a low voice. "Don't stay here to watch my luggage, I have perfect confidence in the porter."

"But, really, madam, really," groaned the man, as he sank back into his seat. Then a welcome thought cheered him—if he remained with the luggage, she could not make him pay for her dinner.
—*Cleveland Leader.*

Thank the Man in the Engine Cab.

BY GERRIT VERKUYL.

With many interruptions we had been sliding into the Union Depot. Our train was more than an hour late, but I was still able to make connections, so that I was in a much better mood than many of the other passengers. At passing the engine on my way to the waiting rooms I happened to look up into the cab. Leaning part way out of his little window the engineer, with his grimy but genial face, was intently observing the passengers, one by one, coming down out of the cars and making their way through the gate.

They were not concerned about him; not one of those I saw even looked at the man who had brought them in. How could they? Several of the grown-ups had children that gave them the usual absorbing care; others were burdened down with baggage; others, again, were still hoping to make a train; and the rest—well, they simply were not particularly interested in the engineer.

He, however, remained at his window scrutinizing every passing passenger. I wondered why; but when our eyes met for a moment I believe that I read the secret. The life of every person that walked on that platform just then had for eight dark hours been balancing in his hand. His every nerve had been on edge every moment of the night for them. To feel one's way at the rate of forty miles an hour is no easy matter; but he had been doing it. Even if they never thought of his anxiety for them, he could not shake off that feeling. He saw there on the platform the living evidences of success through sacrifice, and his heart rejoiced.

It would have been happier had they rejoiced with him. We had been riding in our great Northwest at the time of thawing. The deep frost was rapidly rising out of the ground and might at any place cause a rail to be wrung out of position. It was impossible for him to detect a flaw so small and yet so fatal; but his practiced eye kept steadily on the parallel rails, that somehow he might prevent disaster. At the same time there were differently colored lights along the track, all speaking in various languages, which he must rapidly interpret. At stations where they stopped, he usually received orders and occasionally even where they hurled by in obedience to those orders he had at times moved more slowly than regular speed. Once or twice he had come to a sudden stop, abrupt enough to awaken the half slumbering passengers. One order told him to sidetrack the train because the flyer was coming directly toward him on the single track. Every order had been carried out to the letter, because a single failure must mean catastrophe for all the men and women

and children in his charge. Is it any wonder he thought it worth while to look into the faces of his wards?

Those thoughts I could read in his eyes that moment when I looked up! They were so clear and full, they spoke the language of eternities. On the impulse of it I said something to him that I never before had said or even thought of saying: I thanked him for bringing us to our destination safely.

You should have seen the way he looked at me. I became afraid lest he felt offended. He might imagine that I merely mocked him. Fortunately he knew humanity too well for such a suspicion. The rareness of my act had puzzled him for just a moment. Then he regained his benevolent look and broke the silence. This is in substance what he said to me: "That's the first time in all my life that a sober, grown-up man has said to me what you just said, and I've been on the railroad now going on twenty-one years. Little kids have sometimes thanked me, because their mother or father wanted them to show off, and sometimes a drunk has hollered out to me; but never a man in his senses as you seem to be. I tell you, partner, whoever you are, you're right in doing it. To tell the honest truth, there's not a being in earth or heaven, excepting God, them traveling people oughter be more thankful to than me and my likes. Course we'll do our duty, anyhow, and we oughter, but it isn't pleasant to think that folks are always scolding at us for doin' it, when we're savin' their lives all the while. It hurts. I wish some others would take the notion to tell us, 'Thank you,' sometimes just to show that they appreciate our work. You keep it up, and God bless you."

With that faithful servant's benediction I walked off, feeling amply repaid for the little attention I had given him. I have not seen him since; but his brothers of the engine I see daily. The more I think if it, the more I regret my neglect in days past. Four times I have circled the earth by rail, as far as mileage is concerned, but a few months ago was the first time I ever thanked the man on whom I most depended. Instead,

I joined in murmuring and abuse when the train did not make the speed I thought it ought to make.

During that day I took especial occasion to watch the attitude of fellow passengers toward unavoidable delay. The picture it presented was not flattering for the human heart or even for the reason. We started out from the Union Station exactly on time. That really shows a marvelous piece of system. Think for a moment of the number of men that must be in good health and punctual in order to start a train on time. The fires must be brought to sufficient intensity, so that steam is up; the fireman, the engineer, the conductor and at least two brakemen must be exactly on time and ready for all their duties. How easily in our own work we would have cause for delay! But all these men had done their work in such a way that we started out on time.

Five minutes we ran, then came to a stop. Some people began their "kicking" then and there. Now, suppose the train had not stopped! Another train was coming in and had to come in on that track over which we moved out. The only alternative would be collision, and that might very probably involve a longer stop; if not, indeed, pain and a crippling of the body. Nevertheless, whenever the train came to a stop that day there was that same resentful feeling.

Denunciations were more bitter when later on we sidetracked and waited for another train to pass us. Imagine our not waiting; what a smash-up it would have been! We had reason to congratulate ourselves on having such careful officers to keep us safe.

The law of retribution did not fail to do its perfect work. Those travelers, that so roundly abused every employee of the railway, were really most merciless to themselves. The journey was a bugbear to them. It upset their nerves and made them fretful. In case of many there might have been considerable enjoyment in this outing; but they turned their pleasure into bitterness. It did not help them in the least, however much they rebelled, and, surely,

they must have known that. On the other hand, it would have shortened the time had they taken a magazine, or had they watched out of the window, or quietly rested in their seats.

I learned more thoroughly than ever, on that day, that it is well to put our trust in those on whom we must rely; that with such trust and reliance our life may be fuller of the calm joy that refreshes and strengthens; that checking and sidetracking, when it is done by one who knows, must always be a blessing; and, above all, that instead of fretting, we do wisely to look up into the face of the One to whom our life is committed, for a "Thank you, for leading us safely on our way."—*Forward*.

We Wouldn't Go Back.

(It costs you more to live than it did your great-grandfather.—*Current Item*.)

But then he had not asphalt streets,

No gay sextets;

No ornate bars, no trolley cars,

No cigarettes.

He never ran a touring car,

He never flew;

Of turkey trot, as like as not,

He nothing knew.

He had no pleasing pennant race,

Or sunset hose;

No auction bridge upon his list,

No picture shows.

He never used a fountain pen

Or kept a score.

It costs you more to live, but then

It is worth more.

—*Louisville Courier-Journal*.

Boycott of Trade Unions in Prussia.

Trade unionism in Prussia encounters no deadlier enemy than the reactionist authorities of this militarist state. The latest evidence of this is afforded by the publication in the *Rhenish Westphalian Gazette* of the news that the minister for railways has placed two particular trade unions under the ban on the grounds that they must be regarded as potential strikers. Railway employees cannot be allowed to belong to trade unions which may go on strike, says the railway minister, in a private circular sent round to the chiefs of de-

partments, and he further urges the latter to keep an eye on the connection of their subordinates with trade unions. Thus the minister for railways pulls the trigger and the managers do the rest. But, then, it must be remembered that Prussia is still in the political grip of the squirearchy, and is cramped with a constitution hardly a shade superior to that which was in vogue in England in the days when George III. was king. Moreover, the outcome of its past traditions and present characteristics is that economic arrangements are regulated in the light of military relations, and state employees are viewed and treated as if they were privates in the army owing unquestioning obedience to commanding officers. The moral is evident: Democratization is the only safeguard against the abuse of nationalization.

AN AMAZING DOCUMENT.

But if the Prussian authorities are despotic, private enterprise, I think, could surpass them in that line. Just to give English readers an idea of the heights of impudence to which private ownership can ascend I translate a document which has been sent out within the last two or three days by the directors of the Altona and Blankenese Electric Way Company Limited to the men in their employ, coupled with an intimation (or rather an intimidation) that if the paper is not signed and sent in by a date fixed the non-signatories (who are now on notice for belonging to a trade union) will not be reinstated and their connection with the company ceases forever:

"I _____ born on _____ at _____ and entitled to the rights of a native in _____ herewith solicit a situation as _____ with the Altona-Blankenese Electric Way Company Limited, and give an assurance that I have committed no offences and have never been punished by law, and also that I do not belong to the Transport Workers' League or to any similar union, and will never enter the same during the term of my service with the company.

"If I am engaged I will submit myself to all the service regulations, and will acknowledge the service instructions

as binding upon me, together with eventual additions and alterations; and I further declare myself prepared for every transference to one or other of the company's stations that may occur.

"I pledge myself to place the sum of ——— as surety money against any eventual penalties for breaches of regulations and for all eventual claims made by the company—the amount to go to the company in case any irregularities are committed by me. Furthermore, whenever penalties for breaches of regulations are incurred I will submit myself to the decision of the management or directors, and will expressly renounce every claim to take legal proceedings.

"I am fully aware that my engagement is consequent upon my being medically examined and declared fit for the service, and that I become an employee of the company only after I have been directed to a station from the central office. I am, further, cognizant of the fact that I shall receive a commencing salary of ——. The agreement between the company and myself shall be terminated on either side at a day's notice during the first month and at 14 days' notice thereafter.

"I am, further, cognizant of the fact that the uniform and outfit are not my own property, and that they must be restored to the company in a clean, neat, and undamaged condition as soon as I quit the company's service.

"I am prepared to contribute to the company's pension and sick fund (as soon as this is established), and I am also ready to have the required medical examination undertaken at my own expense."

Such is this precious document issued by the directors of an electric road line, whose provisions have been drafted with the evident intention of degrading the employees towards the level of the helots of Sparta. But all the signs and tokens indicate that the men are not going to take it lying down. —J. F. M. in *London Railway Review*.

[They must have a Manufacturers' Association over there.—EDITOR.]

Annual Report of the Chief Inspector of Locomotive Boilers.

INTERSTATE COMMERCE COMMISSION,
DIVISION OF LOCOMOTIVE BOILER INSPECTION,
WASHINGTON, OCT. 5, 1912. }

To the Interstate Commerce Commission:

In compliance with section 7 of the act of February 17, 1911 (Public No. 383), commonly known as the locomotive boiler inspection law, the chief inspector of locomotive boilers has the honor to submit his annual report for the fiscal year ending June 30, 1912.

After the appointment by the President of the chief inspector and the two assistant chief inspectors of locomotive boilers, a conference was held in Washington, D. C., for the purpose of forming an organization to properly enforce the provisions of the locomotive boiler inspection law. Owing to the fact that the effective date of the law was July 1, 1911, it was essential to use the utmost diligence in effecting an organization which could properly supervise the inspection and testing of approximately 63,000 locomotives which were subject to the law.

Section 4 of the act provided that the territory comprising the several States and territories, and the District of Columbia be divided into 50 locomotive boiler inspection districts, so arranged that the service of the inspectors would be most effective, and so that the work required of each inspector would be substantially the same.

In making this division of territory it was necessary to consider, in addition to the number of locomotives in each district, the density of traffic, the number and location of inspection and repair points, the facilities for making repairs, the amount of travel necessary to properly cover the district, and the most advantageous location for the office of the inspector.

In preparing the list of questions and determining the proper preliminary qualifications for applicants, the expressed purpose of Congress in passing the law, namely, "to promote safety," was constantly borne in mind. A careful examination of the accident records which were available disclosed the fact that a

large percentage of personal injuries were attributable to failures of locomotive boiler appurtenances or fittings as well as the boiler proper. As a consequence all applicants who by reason of their experience were familiar with the construction, operation, testing, and inspection of locomotive boilers and their appurtenances were made eligible to take the examination, provided their experience in railroad service had been recent enough to insure their being familiar with modern equipment and conditions.

As a result the inspectors who were appointed through the examination conducted under the auspices of the Civil Service Commission came from the several branches of locomotive service. They are all skilled in various branches of mechanics necessary for the proper inspection, maintenance, and operation of locomotives, as well as being particularly qualified to investigate accidents resulting from failure from any cause of a locomotive boiler or its appurtenances.

Section 5 of the law required each carrier subject to its provisions to file its rules and instructions for the inspection of locomotive boilers with the chief inspector within three months after the approval of the act. It further provided that in the event any carrier failed to do so, it then became the duty of the chief inspector to prepare such rules and instructions, which, after approval by the Interstate Commerce Commission, would become obligatory upon such carriers. In order that the carriers might be fully cognizant of the requirements respecting the submission of these rules, a letter directing attention to section 5 of the law was addressed to all the carriers subject thereto. Notwithstanding this notice only 170 out of an approximate 2,200 carriers complied therewith. A careful comparison of these rules disclosed the fact that they were practically all either copies of rules which had been promulgated by the Master Mechanics' Association or were substantially the same. The desire of the carriers for a uniform set of rules governing the inspection and testing of locomotive boilers and their appurtenances therefore became apparent. With

this end in view a standard code of rules governing the inspection and testing of locomotive boilers and their appurtenances was prepared. They were then discussed at a series of conferences with a committee representing practically all of the railroads affected by the law and a committee representing the interested employees. As a result certain tentative rules and instructions were decided upon. After the submission of these rules and instructions to the Interstate Commerce Commission for its approval, there came on a hearing, after due notice, on the 29th day of May, 1911. All the parties appearing at such hearing were fully heard in respect to the matter involved, and the proposed rules and instructions having been fully considered by the commission, it was ordered that they become effective on July 1, 1911, and shall be observed by each and every carrier subject to the provisions of the locomotive boiler inspection law, as minimum requirements.

Among the more important requirements of the rules are the following: The filing of specification cards for all locomotive boilers subject to the act, which shall give their description and general design; and the inspection and testing of all boilers at regular and proper intervals.

The specification card is required to be filed in the office of the chief inspector and embodies in connection with the general design of the boiler, the principal dimensions, material, and thickness of the boiler sheets, description and measurement of seams, the tensile strength of the various parts as shown by tests to which the material was originally subjected, the result of the calculations of the stresses to which the principal parts are subjected and from which the factor of safety and the proper working pressure can be computed.

From the data thus obtained it is possible at all times to determine the strength of any boiler in service and to fix the safe working pressure. The information thus collected forms a permanent record, and as new locomotives are constructed or the specifications for locomotives which are on file are altered in any man-

ner, proper check and notation is made thereof.

The calculations given on these specifications are being carefully checked and those which contain errors are returned to the railroad company for correction before being filed. The importance of this checking is demonstrated by the fact that serious errors have been found in about 6,000 specification cards out of a total of 34,000 filed.

By the terms of the commission's order of June 2, 1911, the railroads were given until July 1, 1912, to file specification cards for locomotives for which accurate drawings were available and until July 1, 1913, to file specification cards for locomotives for which accurate drawings were not available.

Section 6 of the law provides "that each carrier subject to the act shall file with the inspector in charge under the oath of the proper officer or employee a duplicate of the report of each inspection required by such rules and regulations, and shall also file with such inspector under the oath of the proper officer or employee a report showing the repair of the defects disclosed by the inspection." In accordance with this provision the rules require inspections of various parts of the boiler to be made at certain prescribed intervals and reports properly certified to filed with the district inspector. In order to reduce to a minimum the number of reports required a combination report showing the defects disclosed by the inspection and the repairs made was adopted. These reports show the date the safety valves were set and the pressure; the date on which the steam gauges have been tested; that the boiler has been washed and gauge cocks and water glass cocks properly cleaned and repaired; that injectors were tested and left in good condition, all steam leaks repaired; the condition of flues, firebox sheets, stay-bolts, and crown stays; the number of stay-bolts and crown stays renewed; and the date of the previous hydrostatic test. These reports, together with the information which the inspectors obtain during their regular inspections, enable them to keep in close touch

with the general condition of equipment and have repairs made when necessary.

A copy of this report or a special quarterly card showing that inspections had been made in accordance with the rules and that the locomotive is in a safe and proper condition to operate must be displayed in the cab of the locomotive.

Before being put into service and at least once every 12 months thereafter, every boiler must be subjected to hydrostatic pressure 25 per cent above the working steam pressure, thoroughly inspected, and a special report of the defects found and repairs made must be filed with the district inspectors.

In addition to the above-mentioned requirements special tests and inspections of all boiler appurtenances are required, and it is made the duty of the railroad company to know that all locomotives are in a safe and proper condition to operate before they allow them to be used. This places the burden of the inspection and the responsibility for the condition of all locomotives on the carriers, which was the manifest intent of the law.

The tabulated statement of inspections contained in this report gives a complete list of locomotives inspected and defects found on each railroad, but is not a complete record of the work performed by the district inspectors during the year.

While many railroads had reasonably efficient rules governing the inspection of locomotive boilers and their appurtenances before the law was passed they were not uniformly complied with. In many cases the date of inspection was governed by traffic conditions rather than by the condition of the locomotive, resulting during periods of heavy traffic in locomotives being kept in service long after they were due for inspection and in need of repairs. For this reason much of the time of the inspectors has been consumed in checking the work performed by the railroad company's inspectors and their records of repairs in accordance with section 6 of the law which provides that "the first duty of the district inspectors shall be to see that the carriers make inspections in accordance with

rules established or approved by the Interstate Commerce Commission, and that carriers repair the defects which such inspections disclose before the boiler or boilers or appurtenances pertaining thereto are again put in service."

The reports of inspections which the law requires the carriers to file with the proper district inspector each month are also a source of valuable information relative to the general condition of locomotives.

When making regular inspections of equipment district inspectors are instructed to report all defects which exist. This practice has been objected to in numerous instances by representatives of the railroads on the ground that certain defects which had been reported did not constitute violations of the law. These objections were given consideration, but investigation usually disclosed the fact that they originated at points where defective conditions existed and were due to a desire on the part of local officials to avoid censure for permitting such conditions.

While the work of the district inspectors might be materially reduced by not reporting defects until they became violations, as some railroads seem to desire, and then take action as provided in section 9 of the law, the present practice of reporting and insisting on the prompt repair of all defects before they become serious has been so productive of good results that it will be vigorously continued, as we believe the purpose of the law can be best served by endeavoring to prevent violations rather than by waiting until violations occur and then filing suits to enforce the penalty. However, this should not be construed as meaning that suits will not be filed if necessary to enforce the provisions of the law or the lawful orders of any district inspector.

The investigation of accidents as provided by section 8 of the law has occupied a great deal of the time of the district inspectors, and is one of the most important of their duties. Two hundred and fifty-five accidents have been investigated during the year and in each case the necessary action has been taken to

avoid, if possible, a recurrence of similar accidents.

In the more serious accidents the investigation has been conducted, wherever possible, by the chief or one of the assistant chief inspectors. The data obtained from the specification cards and from the monthly and annual reports is always available for use in making accident investigations, and when additional information can be obtained by so doing tests are made of the boiler material to ascertain whether it conforms to the required standard.

Inasmuch as it is of the utmost importance that all accident investigations be conducted promptly, the headquarters of one of the assistant chief inspectors were established at Denver, Colo., where he could keep in close touch with this work in the western territory and have all investigations conducted without unnecessary delay to equipment. This has also resulted in materially reducing the traveling expenses necessary to the proper supervision of the work in that territory.

Locating the offices of the district inspectors in federal buildings wherever proper space could be obtained has also resulted in a substantial reduction in expenses, 35 of the district offices now being so located. One inspector is located in the office of the chief inspector at Washington, and two in the office of the assistant chief inspector at Denver. It has therefore been necessary to rent office space at only eight points, as in several instances it has been practicable to have two district inspectors occupy the same office.

The summary of the tabulated statements contained herein discloses the following:

Number of locomotives inspected.....	74,234
Number defective.....	48,768
Number ordered out of service for repairs..	3,377
Total number of defects of all kinds reported.....	173,821

In addition to this the following locomotives were required to be strengthened or changed to comply with the requirements of the law or permanently removed from service:

Number having pressure reduced to insure a proper factor of safety.....	699
Number having seams reinforced by welt plates to insure a proper factor of safety	827
Number permanently removed from service on account of defective condition.....	698
Number having the lowest reading of water glass ordered raised to comply with the law	992
Number having lowest gauge cock ordered raised to comply with the law.....	408
Number ordered strengthened by having braces of greater sectional area applied.....	351
Number requiring additional support for crown sheet.....	116

It will thus be seen that a total of 6,968 locomotives were either held out of service for repairs or changed and strengthened to conform to the requirements of the law or permanently removed from service.

This work has been accomplished without the necessity of resorting to the courts in a single instance to enforce the requirements of the law or the lawful

orders of the district inspectors. Of the 3,377 locomotives which have been ordered out of service only five cases have been appealed to the chief inspector, in three of which the orders of the district inspectors were sustained and two reversed.

In this connection it is but fair to state that in our efforts to carry out the provisions of the law we have had the co-operation of the railroad officials on practically all roads. Wherever we have met with opposition it has usually been found to be due to the lack of a proper organization or necessary appropriation to properly perform the work as required. A marked improvement in this condition of affairs is, however, already manifest and the necessary action is being taken to bring about a proper observance of the law in all cases.

Section 8 of the law provides that all

Classification of the foregoing accidents showing in each instance the number of accidents, number of deaths, and number of injuries resulting therefrom.

NATURE OR CAUSE OF ACCIDENTS.	Number of accidents	Killed	Injured
Shell explosions.....	3	27	41
Crown sheet failures due to low water (no contributory causes found).....	69	35	129
Crown sheet failures due to low water, where contributing defects were found.....	25	19	39
Defective blow-off cocks.....	23	2	22
Defective washout plugs.....	11	2	14
Burst water glasses.....	165	1	168
Burst flues.....	56	1	62
Steam leaks obscuring engineer's view.....	1	1	.....
Defective steam pipe joints.....	7	2	7
Defective boiler checks.....	11	1	11
Burst lubricator glasses.....	49	.....	49
Defective squirt hose and connections.....	243	.....	245
Defective injector steam pipes.....	31	.....	38
Arch tube failures.....	18	.....	23
Injector failures.....	46	.....	47
Defective water-glass cocks and appurtenances.....	8	.....	8
Flue plug failures.....	7	.....	8
Defective studs.....	12	.....	13
Defective lubricators.....	11	.....	12
Defective blower pipes.....	9	.....	10
Defective staybolts.....	9	.....	11
Defective dome caps.....	2	.....	2
Defective draft pipe and bracket.....	2	.....	3
Burst water bars.....	3	.....	4
Defective arch studs.....	2	.....	3
Defective threaded plug (flue sheet).....	1	.....	1
Defective ash-pan blowers.....	3	.....	3
Defective cap on branch pipe.....	1	.....	1
Defective valves.....	5	.....	5
Defective mud ring.....	1	.....	1
Defective patch bolt.....	1	.....	1
Defective whistle elbow.....	1	.....	1
Defective arch tube plugs.....	2	.....	4
Defective blower throttle bonnets.....	2	.....	2
Burst steam pipe in smoke arch.....	1	.....	1
Defective diaphragm plate.....	1	.....	1
Defective fusible plug.....	1	.....	1
Defective flue pockets.....	3	.....	4
Defective gauge cocks.....	4	.....	4
Defective heater pipes.....	2	.....	2
Defective superheater pipe.....	1	.....	1
Defective gasket handhole plate.....	1	.....	1
Defective flue sheet.....	2	.....	2
Total.....	856	91	1,006

accidents resulting from failure from any cause of a locomotive boiler or its appurtenances resulting in serious injury or death shall be reported to the chief inspector and investigated. Under this provision accidents which occur while locomotives are being inspected, repaired, and tested in shops and round-houses which were formerly classed as industrial accidents must be investigated and are included in this report. Inasmuch as a large percentage of accidents which occur are of this character, no fair basis exists from which a comparison with previous accident records can be made.

During the earlier part of the year the requirements of the law relative to reporting accidents to locomotive boilers and their appurtenances were apparently not fully understood by all carriers, in consequence of which many such accidents were not reported to the chief inspector of locomotive boilers in accordance with section 8 of the law. For this reason and also because a full corps of inspectors had not at that time been appointed, quite a few accidents were not investigated. Therefore the cause assigned by the railroad company in its report to the accident division has been used in our compilation. Every accident is being investigated at the present time and active steps are being taken to correct all faulty conditions discovered.

Much of the progress that has been made during the year can be attributed to the fact that the law was so wisely planned and skillfully drawn that very little difficulty has been experienced in applying it to every case that has arisen. No amendment or revision of the law is, therefore, recommended at this time.

Respectfully submitted,

JOHN F. ENSIGN,
Chief Inspector Locomotive Boilers.

Seeing Stars Explained.

Usually the sensation occasioned by a blow on the head or in the eye is accompanied by a hallucination; the person struck thinks that he sees something similar to the light of stars or fireworks. Such an illusion follows the compression of the globe of the eye.

A man "sees stars" because the eye has been momentarily flattened, either by sudden action or by a spontaneous spasm. Sudden sickness, a swoon, nausea, or some too poignant emotion may be enough to produce the reflex movement. The most peculiar feature is that the initial seat of the phenomena is not in the eye, but in the ear. This is a recognized physiological fact that has been demonstrated by the best eye specialists. The sense of locality, the sense of space, to which man owes his power to stand alone, to walk straight, to look straight forward or in any chosen direction, the sense which regulates his attitudes and co-ordinates his gestures, is seated in the semi-circular canals of the internal ear. When a hemorrhage, a wound, or a violent disturbance of any sort produces disorder in the semi-circular canals the disturbance is followed by vertigo. Vertigo is a visual trouble. The victim cannot use his eyes. If he can see at all, his vision is blurred or deceitful, and he imagines that he is either falling or rising from the earth.

There is a close relationship between the nerves of the eye and those of the internal ear, and some skillful physicians have declared that the physician who is summoned to a case of eye trouble should begin his diagnosis by a careful examination of the periphery of the outer ear, as well as the mechanism of the internal ear centers.—*Harper's Weekly*.

Adelina Patti in 1852.

Little Adelina Patti sang Jenny Lind's "Echo Song" and "Ah, Non Giunge!"

She is only nine years old, but her cultivation is quite remarkable, and her voice, although pleasantly childlike in tone, is sweet and easily fills the great hall. It is a pity she is to sing in a theater. She will be stung by the frenzied desire of applause, which will do much to ruin her as an artist.

I never see a prodigy of this kind who is really interesting as little Patti is without remembering the young Mozart, and that whom the gods love die young or grow old, faded and forgotten, which is worse.—*New York Letter*, May 22, 1852.

Self Restraint.

It was a very hot day and the fat drummer who wanted the 12:20 train got through the gate at just 12:21. The ensuing handicap was watched with absorbed interest both from the train and the station platform. At its conclusion the breathless and perspiring knight of the road wearily took the back trail, and a vacant-faced "red cap" came out to relieve him of his grip.

"Mister," he inquired, "was you tryin' to ketch that Pennsylvania train?"

"No, my son," replied the patient man. "No; I was merely chasing it out of the yard."—*Saturday Evening Post.*

Went to Pieces Haughtily.

Attorney General Wickersham, at a dinner in Washington, said of a wrong-headed financier:

"His methods are so deplorable that when he tries to defend them he goes to pieces.

"In fact, he reminds me of an old man who was brought up before a country judge.

"Jethro," said the judge, 'you are accused of stealing General Johnson's chickens. Have you any witnesses?"

"No, sah," old Jethro answered, haughtily. 'I hab not, sah. I don't steal chickens befo' witnesses, sah.'"—*Minneapolis Journal.*

How He Got Even.

A traveling man who stutters spent all the afternoon in trying to sell a grouchy business man a bill of goods, and was not very successful.

As the salesman was locking up his grip the grouchy was impolite enough to observe in the presence of his clerk: "You must find that impediment in your speech very inconvenient at times."

"Oh, n-no," replied the salesman. "Everybody has his p-peculiarity. S-stammering is mine. What's y-yours?"

"I'm not aware that I have any," replied the merchant.

"D-do you stir your coffee with your right hand?" asked the salesman.

"Why, yes, of course," replied the merchant, a bit puzzled.

"W-well," went on the salesman, "t-that's your p-peculiarity. Most people use a t-teaspoon."—*Success.*

Everything High.

"Uncle Jerry, you think there's going to be an awful smash in prices some of these days, do you?"

"Gosh, yes! Look at the distance they've got to fall!"—*Chicago Tribune.*

Didn't Like the Color.

Enraged Ganger (after the accident): "What the h—! Didn't I tell you to hoist the red flag while the line was up?"

Patrick Dooley: "Ter h—l wid yer dir-rtty little red flag! D'ye tink O'id disgrace me fingers wid holding it when there is a green one handy?"—*Express-Gazette.*

Harvard's New President Springs New One.

Professor A. L. Lowell, the new president of Harvard University, paused in one of his recent lectures and smiled.

"That governmental difficulty," he said, "was great—as great as the difficulty of Lincoln's farmhand.

"Two farmhands," Lincoln used to say, 'were set upon by a huge bull while crossing a rocky field. One managed to gain a tree. The other took refuge in a hole that had an exit in the rear.

"The man who had chosen the hole was no sooner in at one end than he was out at the other. With a bellow the bull made for him. He turned and again shot like lightning through the hole. The bull once more bore down upon him, and once more he was in and out of his hole.

"This strange pursuit kept up some ten minutes or more. At first it mystified the farmhand up in the tree. Then it angered him.

"Hey," he shouted, 'ye danged nincompoop, why don't ye stay in the hole?"

"The bull was dashing from one end of the hole to the other at great speed, and the man was bobbing in and out desperately. He heard, however, his comrade's shout, and found time before his next brief disappearance to shout back:

"Danged nincompoop yerself. There's a bear in the hole!"—*Judge.*

Legal News

Decisions Under the Hours-of-Service Act.

No. 2402. — United States of America vs. Missouri, Kansas & Texas Railway Company of Texas. In the District Court of the United States for the Eastern District of Texas. Decided May 30, 1912.

1. Under the clause in section 3 of the hours-of-service act, providing that the provisions of the act shall not apply in any case of casualty or unavoidable accident or the act of God, nor where the delay was the result of a cause not known to the carrier when the train left the terminal and which could not have been foreseen, the following delays do not constitute a defense in an action for penalties where trainmen were on duty for a longer period than 16 hours: (a) 53 minutes in doubling a hill; (b) in meeting trains; (c) 3 hours on account of scarcity of water under the circumstances of the case; (d) 3 hours and 20 minutes for necessary repairs, where the crew had not been dismissed for any special length of time; and (e) defective injector, owing to inferior water used.

2. It appears that the train crew left the initial terminal of its run with the understanding that it was their duty to take such train to the end of its run and that no delays which should happen along the route would relieve them from taking it there, but were delayed several hours for necessary repairs, during which they were not dismissed, causing them to be employed longer than 16 hours; *Held, That within the fair intendment of the law the crew were on duty all of the time, though not engaged in actual work; they were liable to be called upon to engage in the work at any time, and when that time would be they had no manner of determining.*

[The italics are ours, used to bring out the matter of the decision—EDITOR.]

Suit by the United States to recover penalties for violation of the hours-of-service act. Judgment for plaintiff on all counts.

J. B. Dailey, assistant United States attorney, and Roscoe F. Walter, special

assistant United States attorney, for plaintiff.

Head, Smith, Hare & Head for defendant.

CHARGE TO JURY.

Russell, district judge (delivered orally):

You have been engaged in the trial of three cases, which, by consent of counsel for the Government and counsel for the defendant, are heard in one trial. The three cases are the United States vs. Missouri, Kansas & Texas Railway Co. of Texas, No. 32; United States vs. Missouri, Kansas & Texas Railway Co. of Texas, No. 34; and United States vs. Missouri, Kansas & Texas Railway Co. of Texas, No. 35. This agreement of counsel is made in order to save the time of the court and the jury and because the issues in the cases can be as clearly presented and understood in one trial as in three trials. Had there been three trials the second would have been largely a repetition of the first and the third a repetition of the other two.

It was also agreed between counsel on either side of these three cases that the Missouri, Kansas & Texas Railway Co. of Texas on the occasions charged by the Government was engaged in the movement of trains through its employees and that it and its employees were subject to the provisions of the act of March 4, 1907, known as "An act to promote the safety of employees and travelers upon railroads by limiting the hours of service of employees thereon."

The agreements between counsel in the cases practically make it a matter of law for me to direct the jury peremptorily, and either direct you to find a verdict of guilty against the defendant in all the counts in each of the three cases, or to find a verdict in favor of the defendant in some one of the cases, or a verdict in favor of the defendant in all of the cases.

Under the construction which the court thinks is correct as to the law under which these suits have been brought by the Government, the railroad company is liable for the penalties imposed by the terms of the statute, unless the excuses which they offer for failing to release

the train crews in 16 hours are valid excuses under the law.

The act provides, "That the provisions of this act shall not apply in any case of casualty or unavoidable accident or the act of God; nor where the delay was the result of a cause not known to the carrier or its officer or agent in charge of such employee at the time said employee left a terminal, and which could not have been foreseen." In order for the company to escape liability under the act, the reasons for the delay must be such as fall within the terms of the proviso I have just read.

The first reason suggested is that one of the trains was delayed 53 minutes at a hill near Rockwall. It is claimed that the train was proceeding over that portion of the road on the morning of the delay, and on account of the number of cars in the train, and the fact that there was frost on the rail, it became necessary to cut the train in two and take a part of it to Rockwall and come back for the balance. I inquired of the conductor who made the statement as to this state of facts as to how many cars he had in the train, and he stated the number of cars the train contained. The court does not recollect exactly the number stated, but it was quite a large train. He stated the number of empties and the number of loads. I then inquired of him if the train might not have been carried over the hill without having to double, as the technical expression is, with fewer cars in the train, and he said it could, and that about a 10 per cent reduction in the tonnage of the train would have enabled the engine to go over the hill and avoided the necessity of doubling back.

Another excuse offered by the company is that they were delayed at different points along the line in order to meet trains going in the opposite direction from which they were traveling. Now, I do not think this excuse falls within the proviso attached to the act. I do not believe it is an excuse which would exempt the company from liability to pay the penalty.

Another excuse offered is that the train was delayed three hours in order to go from Royce City to Greenville for water,

and it was stated that there had been in this country a very great scarcity of water for quite awhile, and it appears that the only water station at which the supply could be replenished after leaving Dallas was Greenville. The defendant company knew that fact, knew there was no water at Royce City, and that the engine could not procure water anywhere after leaving Dallas until it reached Greenville, and, therefore, if one water car was not sufficient they should have attached two, or whatever number was necessary, to supply the engine until it reached Greenville, and I do not think that excuse falls within the proviso attached to the act.

I believe this disposes of all the reasons suggested why the defendant should be acquitted in these cases, except two. One of those excuses is that there was a delay of 3 hours and 20 minutes at Greenville I believe is the time testified to, in order to allow the necessary repairs to be made on the engine that was pulling the train operated at that time. The facts testified to in reference to this matter do not call for me to decide here whether, if the crew had been dismissed for a specific length of time, say for the length of time they were delayed there, 3 hours and 20 minutes, it would be the duty of the court to deduct that from the computation of time necessary to make the 16 hours, and recognize that delay as one of the valid excuses allowed in the proviso I have read. It is not necessary to decide that because the evidence does not show that the crew was released. It is true that they were not engaged in the actual work of moving the train for a period of time there amounting to 3 hours and 20 minutes, but the crew did not know whether that leisure would last 30 minutes or 3 hours, but it just happened to last 3 hours and 20 minutes. In answer to a question asked one of the witnesses, he stated in substance that they left Dallas with the train with the understanding that it was their duty to take it to Denison, and that none of the delays which happened along the route relieved them from taking it there. They might not have been engaged all the while in the actual operation of the train, yet the duty to take it to Denison never

left them. Therefore, I think within the fair intentment of the law they were on duty, though not engaged in actual work. They were liable to be called upon to engage in the work at any time, and when that time would be they had no manner of determining.

The other reason suggested was the fact that a defective injector prevented them from coming into Denison from Pottsville. The engineer who testified as to the condition of the injector stated that when he reached Pottsville, he had 18 minutes in which to make Denison, and I believe the distance is 8.7 miles, and could have made it but for the defect in the injector. On cross-examination, this witness testified that the condition of the injector was brought about by the fact that the scarcity of water forced the company to use inferior water, and that they were compelled, when it was mixed with artesian water, to use a compound, and that this compound itself, while it largely lessened the foaming of the water in the boiler, had a tendency to corrode the injector. That is a matter that could have been foreseen by the exercise of reasonable care.

I have taken occasion to advert to these matters in order that counsel may have the benefit of the views entertained by the court as to each separate defense set up in the pleadings and raised by the proof, so that, if the case should go up, there will be no obscurity about the view taken by the court.

Having said this much I now direct the jury to return a verdict on each of the counts in each of the three cases against the defendant, and the district attorney may prepare the verdict.

The above case was taken by writ of error to the Circuit Court of Appeals for the Fifth Circuit. The assignment of errors raised three questions:

1. That only one penalty can be imposed for all employees on and operating one and the same train;
2. That the court erred in refusing to instruct the jury to return a verdict for the defendant; and
3. That the court erred in not submitting to the jury the question of fixing the amount of penalty.

A. H. McKnight (Alex. S. Coke and Head, Smith, Hare & Head with him on the brief), for plaintiff in error.

Philip J. Doherty, special assistant United States attorney (J. B. Dailey, assistant United States attorney with him on the brief), for defendant in error.

Opinion (December 10, 1912).

By the Court:

In the transcript of this case we find none of the assignments of error well taken, and the judgment of the District Court is affirmed.

To Substitute Electricity.

Employees of the operating department of the Pennsylvania Railroad Company in Baltimore have received orders to report in Philadelphia at regular intervals and there receive instructions in the handling of electric motors. Complying with these instructions is optional with the men. The railroad company, however, states that it prefers to give its employees preference over outsiders in the new line of work. It is calculated that the change from steam to electricity as the motive power will take place within two years. It is said that the entire Philadelphia, Baltimore and Washington road will be electrified. The power will be generated, it is understood, at the new plant shortly to be erected at Conowingo, on the Susquehanna river. It is also said that sites for transforming stations between Baltimore and Washington have already been acquired. Officials of the Pennsylvania Railroad Company have had in view for several years the substitution of electricity for steam as motive power. They have delayed the execution of these plans until they were entirely satisfied with the economy and practicability of the system, with which they have conducted a long series of experiments. This system has been successfully installed in the tunnel of the Pennsylvania Railroad Company under East River, New York. The first section to be electrified will be that through Baltimore, including the two tunnels. Relief of the tunnels of smoke congestion is considered to be of prime importance.—*Weekly News Letter*.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

To Brother and Mrs. W. E. Futch.

My dear Futch, in my heart I am chockful of joy.
Since "herself" and "myself" read your invite, my
boy,

And the first thing I knew, I was shedding some
tears,

As a tribute to one who for twenty-five years
Has escaped the divorce court, like you and your
wife,

In the sunshine of marriage, and shunning its
strife,

Just as happy as two turtle doves in a nest,
And enjoying contentment and joy for a guest.

I could tell you, old friend, 'mid hysterical tears,
That "myself" and "herself," more than fifty long
years,

Have been chewing the rag, then a tender make
up,

And right into my arms she'd lovingly flop;
And I'd kiss her again, as you do Mrs. Futch,
'Ere I'd let her escape from my loving old clutch,
I would say she was old, but she'd never give in,
And I'd smother her lips with a kiss and a grin.

Twenty-five years roll on, and we don't grow so
old,

Yet the top of one's nose soon begins to get cold,
And we make a big bluff, as we rise on our feet,
That we're spry as we were when we dined on
pig's feet.

I have often myself slid about on a skate,
Making believe I was coming the kibosh on Kate,
But she knew that my joints would be soon on the
rack,

If I didn't look out and keep clear of the track.

Here's luck to you, Futch. May yourself and your
wife

Be possessors of every grand gift in this life;
And for fifty years hence, may old care keep away,
And you two be as happy and proud as today.
May you ne'er want a friend in the morning or
night,

And your lives be a round of continued delight,
Till at last, when the voyage of life is all o'er,
May your yacht be safe moored on Eternity's
shore.

SHANDY MAGUIRE.

Caught a Deer on the Engine Pilot.

WHITEFISH, MONT., Dec. 12, 1912.

EDITOR JOURNAL: I am enclosing a picture of a large "blacktail" deer of which I had a novel experience and way of getting. I am running extra passenger engineer from the above point on the Great Northern Railway, and was pulling the Burlington Overland No. 43, which runs over the G. N. from Great Falls, Mont., to Seattle.

For several nights this large deer had been coming out of the forest a few miles east of Jennings, and would stand and watch the electric headlight, and when



we would get within a short distance to him he would run across the track ahead of the engine, just to show us, it seemed, that he could run faster than the big iron steed; however, on this especial occasion he miscalculated and made his last race. I was running late and anxious to make up lost time and running about 55 miles per hour. He waited until I got within the usual distance and then made a dash across the track ahead of the engine.

I was almost sure that I had hit him, and when I got into Jennings I went around to the pilot to see if I could find any trace of hair and discovered the deer on the pilot. This is the third one I have killed in this manner, but the first one that stuck on the pilot.

If any of the engineers want to get

"next to nature" and at the same time enjoy good trout fishing and hunting, I would advise them to come to Whitefish and pay Division 499 a visit. Whitefish is situated in the heart of the mountains, and we have a lake seven miles long here with fine fishing.

Last season, within a radius of six miles, around Whitefish over 900 deer were killed. It is not an unusual sight to see droves of from 6 to 25 deer at a time.

Trusting this will interest some of the Brothers, and that I might hear from some of them planning a vacation next year, I beg to remain,

Yours very truly,
W. J. ADAMS, Div. 499.

Bro. J. M. Winn, Div. 182.

LITTLE ROCK, ARK., Jan. 4, 1913.

EDITOR JOURNAL: A thought occurred to me today that as the JOURNAL is replete with sketches of famous old members of the Brotherhood, that I should give a short description of a man in our city who has done more for the B. of L. E. than any man in the Southwest, and is yet in the prime of life.

The subject of my sketch, Bro. James M. Winn, is quite widely known, he having been the delegate of his Division several times. He is 46 years old, and is local chairman for Div. 182, Little Rock, Ark., and the record of his many achievements since he has held the office, in the humble opinion of the writer, has never been surpassed.

The leading traits in his character are his iron will, his indomitable courage and his persistence and perseverance in everything to uplift or better the B. of L. E. He also possesses a personal charm of manner that always wins the esteem and respect of all the officers of the company, from the highest to the lowest, so much so that the recently retired general superintendent, M. M. Richey, paid him the highest tribute in a letter that any employee of a railroad company could be paid.

As a rule the engineers do not appreciate a good live chairman, but in this instance I know that his Brother engineers do appreciate what he has done for



BRO J. M. WINN, DIV. 182.

them, and as a slight token of their appreciation at Christmas they presented him with a beautiful watch suitably engraved, and a fine chair for his wife, with the ultimate hope that next Christmas they would be able to present him with an automobile.

Yours fraternally,
J. L. KENNEY.

Honorary Member G. I. D.

NEW HAVEN, CONN., Dec. 11, 1912.

EDITOR JOURNAL: At a meeting of Div. 77, B. of L. E., Nov. 7, 1912, I received a badge as honorary member of the B. of L. E. and shall wear it with a great deal of pride.

Have been a member about 45 years. Joined Div. 30, Phillipsburg, N. J., May 8, 1868, and took my card from there September 3, 1870, and joined Div. 63, Springfield, Mass. Took my card from there June 12, 1877, and joined Div. 77, of which I am now an honorary member.

There has been a great change in railroading in that time and I wonder sometimes if it has all been for the best. We received our monthly pay. There was no haggling on mileage or cut-outs or doub-



BRO. JOHN E. CARY, DIV. 77.

ling. Engines were kept clean and in fine running order all the time. But time changes and so do all of us. Some of the young men now would make big eyes at some stories the old railroad men could tell of shoveling snow in our tanks and melting it for water, and then disconnecting the forward end of the side-rods and then oil the rails and slip the forward wheels to pump your boilers. No injectors on engines in those days. When you got hold of one of the old hook engines they would keep you dodging levers in the cab. Some of them had five levers; but they have all gone to the scrap-heap the same as I have.

I enlisted in April, 1861, in Lyons, Wayne county, N. Y., in the first company that was raised. Captain A. D. Adams, principal of the High School, was in command. We were assigned to the 27th New York Infantry that was being formed at Elmira, N. Y., commanded by Col. Henry W. Slocum, and as fine an officer as ever rode a horse.

At the end of that enlistment I re-enlisted in Co. F, 2nd New York Mounted Rifles, which was being organized in Buf-

falo, N. Y., and served until the close of the war. Discharged August 10, 1865, at Petersburg, Va. Was never wounded but was hurt while on a raid, by my horse falling while trying to jump over a horse that was down in the mud. Saw a good many hard times and a good many close calls.

I did not intend to write half of this, but when you get to looking back over war times and old railroad times your mind goes like an express train that has no stopping place.

Yours fraternally,
JOHN E. CARY.

Long a Member of the B. of L. E.

PROCTORSVILLE, VT., Dec. 1912.

EDITOR JOURNAL: I have seen many letters in the JOURNAL relative to and from old Brothers in service and in the Order and, as I have a record that reaches way back, I thought I would write to say that I joined Division 41 at a called meeting in Williamsport, Pa., in the early part of 1864, and I am now a member in good standing in Division 206, Temple, Tex.

I joined the Insurance many years ago and carry \$1,500 insurance and expect to remain a member as long as I live.

The Order has been of great benefit to all men who run locomotives and greater benefit than a great number seem to realize.

I have been something of a wanderer



BRO. GEO. V. SEAVER, DIV. 206.

and have run engines in many sections, from Pennsylvania to the Gulf of Mexico and to the Pacific ocean. I commenced running on an old drop-hook Hinkley, which I presume few of the engineers of today ever saw. I have run with wood, soft and hard coal as fuel. I have seen and used most of the improved and enlarged engines which have materialized in the past 45 years. My last running was on the Gulf, Colorado & Santa Fe, when my eyesight became defective and I went to work in the shop; and I was well equipped for the work, because my first work was as an apprenticed machinist. My work was on rods. I built solid rods to take the place of rods with strap and key, but I was eventually compelled to quit, and am now located in Proctorsville, Vt., and am in my 80th year.

Hoping the Brotherhood may continue to be prosperous and remain the great benefits to the members it always has been, I remain, Fraternalty yours,

Div. 206.

Served the Intercolonial Railway of Canada 41 Years.

ST. JOHN, N. B., Jan. 2, 1913.

EDITOR JOURNAL: As this is a new year and I have not sent you any letters for some time, I am sending you a photo of our engine taken at the water tank at

Sussex, N. B. Brother Wall of Div. 233, Moncton, is taking water. We have had this engine on Nos. 1 and 2 express between St. John and Moncton about one year. The picture I am sending was taken last summer when the militia was in camp. I never expected to see this on a postal card.

Our road has been doing a big business this winter. We run three days a week, and 180 miles for trip for six days. Leave St. John at 7:10 in the morning and get back at 9:30 in the evening.

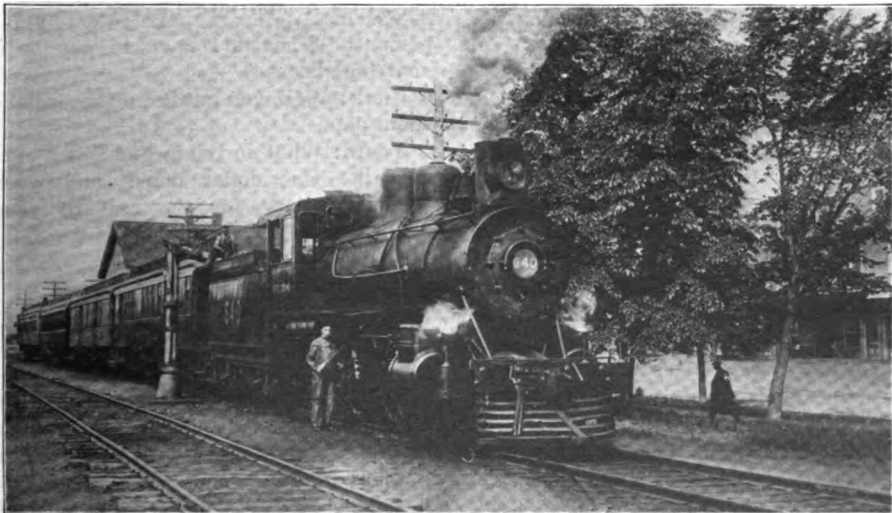
I have been very much pleased with the stories and pictures in the JOURNAL, and the air brake and technical subjects that have been taken up.

My wife and I attended the Toronto union meeting and had a good time and I think all enjoyed themselves. We took in Windsor, Detroit and Montreal.

I have finished 36 years as an engine man and one month more gives me 41 years in the I. R. C. service, and over 30 years as a member of the B. of L. E. So, if you will put our engine in the JOURNAL I will be very much pleased and will try to give you some more facts in regard to our city of St. John in the near future.

Wishing you and the Grand Officers of the B. of L. E. a happy and prosperous New Year, I remain

J. J. IRVINE, Div. 162.



PASSENGER TRAIN. INTERCOLONIAL RAILWAY OF CANADA.

Caught Wild Turkey with Locomotive.

TUSCUMBIA, ALA., Dec. 23, 1912.

EDITOR JOURNAL: Enclosed please find picture of Bro. Robert J. Wilson, of Div. 423, and clipping which tells of his catch while making fast time on his regular run.



BRO. R. J. WILSON.

Brother Wilson is at present our local chairman, and one of the most trusted passenger engineers on the Southern. He has been on this division of the Southern since 1876, coming here from the Norfolk & Western. He entered the service as engine wiper, then fireman, and was promoted to engineer in 1879. He has always had a clear record, with no wrecks of any kind.

He has two sons who are on the way and ambitious to become engineers like their father. The clipping alluded to says:

"Bob Wilson, passenger engineer on the Memphis division of the Southern, who runs from Memphis to Tuscumbia, Ala., ran into a flock of 40 wild turkeys near Cypress, Tenn., killed three and captured one, which got caught in the pilot.

Bob says the turkeys did not seem to realize their danger until the train was upon them, and thinks it wonderful that more of them were not killed."

Fraternally yours,
S. M. HALL, Div. 423.

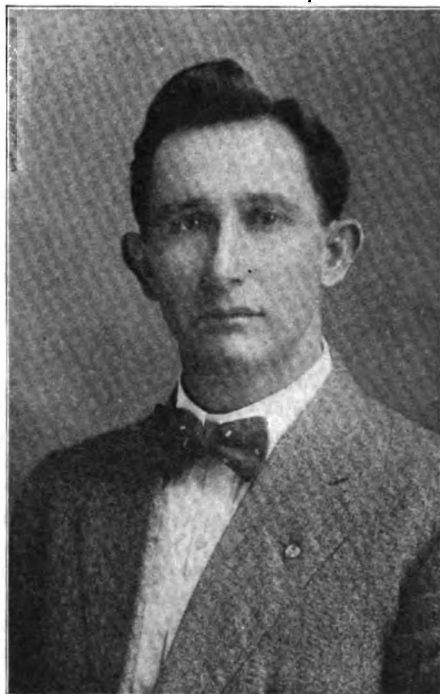
Representative J. C. Brown.

LAKELAND, FLA., Dec., 1912.

EDITOR JOURNAL: You will please find enclosed photograph of Bro. J. C. Brown, who was elected representative for this county (Polk), in the State Legislature over two strong opponents.

We engineers in this vicinity are very proud of Brother Brown's victory, as he hasn't lived in this county quite three years. The nomination and election are a decided compliment to him.

Brother Brown is a member of Div.



BRO. J. C. BROWN, DIV. 769.

769, and has always taken an active part in the Division. He is one of our strong and substantial members, and the members of Div. 769 wish him the greatest success.

Yours fraternally,
R. M. MARLER, Div. 769.

A Marriage License.

Youth: What do I have to pay for a marriage license?

Clerk: Well, you get it on the installment plan.

Youth: What do you mean?

Clerk: One dollar down and your monthly salary for the rest of your natural life.—*Ex.*

My Experience as a Boss.

BY J. W. READING.

(Continued from January JOURNAL.)

In 1872 when I was trying to dispose of all the wood in sight piled along the right of way of the Fort Wayne, Jackson & Saginaw Railway, and filled with an ambition of being the master rather than the servant on one of those brass be-

decked Hinkleys, there was a slip of a lad learning to be a telegraph operator at one of the stations on the line. Undoubtedly, like myself, this boy aspired to be something in the railway world. He in time became an agent as well as an operator and drifted here and there, hoping to do better, but generally doing worse, the same as myself.

He was the agent for the Pere Marquette Company at the home terminal of the Lumber Line at the time I went to work for the lumber barons. When he heard my name mentioned as the new superintendent of the L. L. he began to investigate to see if I was the same "Jim" Reading that he had known over a quarter of century before. We met early and renewed the acquaintanceship of old. I found him a splendid fellow and early learned that he was well liked by the business men of our home city. The old T. M. offered my old-time friend an increase in salary over what he was getting if he would come to the L. L. and take charge of the local ticket and freight work. Later the old T. M. worked him into the general office as an assistant and when the directors concluded to make a change they simply advanced the experienced man and cut off the salary of the man who wanted to cut off the salaries of my carpenters.

The new T. M. was well versed in freight and ticket tariffs, also expert telegraph operator. His ability along lines named, as well as his faculty for making and holding friendships, was a decided advantage for the company over the man superseded.

With the qualifications named above the list was complete as far as the new man was concerned. He knew but little of what was needed in train and engine movement, and the work, care and anxiety of the men in charge of the engine, car, track and other repair work. He did not show as much ambition to instruct me in my work as the old T. M., but on several occasions he promised certain kinds of service without consulting me and when he found out that the work was not being handled as he had planned he seemed disposed to think that I was not making the effort that I could or

should have done to carry out his agreements.

He had not been long in office until the interests which owned the vast hardwood timber tract at the eastern terminus of the line exacted from him a contract to bring 60 car loads of logs each working day to the home terminal. Our president was the principal owner in the timber interests, as well as the principal stockholder in the L. L., and when the new T. M. was asked what was the best he could do in the way of log movement for the winter which was about upon us he jumped at a conclusion and got me as well as the company into a mess that resulted disastrously all around.

After making his contract he called me into his office, and handing me the document already signed, he said:

"We can do it, can't we?"

I said, "No, sir."

Then he started an argument in an effort to show me that it could be done. We could move 30 loaded cars from the eastern to the western terminus, as the grades were in our favor in that direction, and of course we could get the same number of cars back as empties.

In order to move 60 loads each day it would be necessary to put on two trains and also necessary to put an engine and crew in the woods to place the cars on the various loading sidings and later get them out and have them assembled ready for the road crews. It was 56 miles from the woods to the mills and to double it meant 112 for road crew, and when trains arrived at mills there were certain kinds of timber that had to be placed on certain tracks, all of which made lots of switching and delayed the service.

I explained to the new T. M. that to move the 60 cars of logs in addition to our commercial work it would tax our power and car capacity to the limit, and said to him further:

"You have made a contract and based your calculations on a service that will not admit of any delays at either terminal. You have not figured on engine failures, wrecks and a delay for car and engine repair service that is as sure to come as day is sure to displace night."

We had but five locomotives, three of

which were in a more or less dilapidated condition, but, inasmuch as he had promised the service he thought every effort possible should be made to keep the engines moving.

Our work at this time demanded a day switching crew at the home terminal, and it was often necessary to put on an extra crew for a part of the nights.

We had a mixed run over the road and back each day that handled the passengers, mail and local freight work, and used our standard eight-wheeler for this service. By putting on a day and night crew we could use the night crew's engine for day switching and the day crew's engine could be utilized at night or we could use the passenger engine if necessary. We could not possibly get our trains out and back so as to double crew a locomotive, but even at that we could if all things went well have a spare engine for extra work, such as road train, snow plow, or an extra freight now and then.

Our troubles, that is, my troubles, came fast and furious right from the beginning.

The first matter of a serious nature came with an extra switching crew at night. The engineer, handling a number of cars at a siding quite a distance from roundhouse and water tank, primed his injector and forgot it, and before he was aware of his mistake had siphoned the water out of his tank, and before he could clear the main line to get back to the roundhouse he had lost his water in the boiler. He knocked out the fire and, regardless of the fact that the night was a bitter cold one, he did not disconnect his tank hose or drain branch pipes, and even left his cylinder cocks closed. Leaving his engine and a number of cars standing on the main line, he walked back to the roundhouse and took out our passenger engine for the purpose of clearing the line and towing the dead engine back. Although he had a good headlight and cars were standing on a curve favorable to his vision, and knowing or should have known just where the cars were standing, he drove that engine into a car of lumber so far that it required another locomotive to separate them.

About 2:30 a. m. I was informed of the condition of affairs. We had no other locomotive that we could use, as one was undergoing extensive repairs and the other two were in the woods. There was nothing for me to do only "hike" it that two miles. The snow was deep and the air so keen that I was obliged to walk backward now and then to thaw out my face. The light engine was kept alive, and I had a chance to take a general thaw out before making a general inspection. Never from the day I was born was I so cussed mad at a brother human being, and never so disgusted as I was over my calling, the road, its management, and particularly the switch crew that made no effort to protect the cars left on main line.

We wired to train coming from woods to set train on siding and run in light. With this engine we soon cleared main line, shoved the frozen craft to roundhouse. Our light engine was not so badly disabled but what she could make her way back, but the damage was so great that it was several days before she was placed in service again.

As soon as we could clean fire and coal up the engine that arrived light we sent out our mixed run which got away about the time it ought to have met itself coming back. It is not necessary to say that on this occasion the mill got 30 cars instead of 60. This caused the mill machinery to be idle a part of the time, and the workmen who suffered a loss of time said mean and disreputable things about the road and its superintendent. The men waiting for cars to load at the other end of the line were promised 60 cars every 24 hours and, whether loading or loafing they drew their pay and stowed away at each meal about the same amount of camp provender that they would have packed within themselves had they been handling teams, cant-hooks and log chains.

The wages paid engine and trainmen on the L. L. were so small that experienced men could not be hired or, if given work, only stayed long enough to get a "stake."

I made repeated efforts with the old T. M. to have a better wage allowance given for this service, but failed to

bring him to my way of thinking. Engineers were paid \$2.50; firemen, \$1.75; brakemen, \$1.75; conductors, \$2.25. One conductor (the oldest) on the mixed train was given \$2.50; this meant for 10 hours' work, and when allowed overtime it was after I had made a desperate fight for it.

The new T. M. took me to task for hiring incompetent men and told me that such disasters as the one last named would continue to occur if more experienced men were not placed in the service. I told him the men fitted their salary. Our brakemen were picked up here and there and had to be educated in the work. Some of these men made good, and there was never any kick when a little extra service was asked of them; for instance, when the boys had made their 112 miles and there was no switch crew at hand to place their train on the unloading tracks they would do this extra work without complaint.

The new T. M. said he could get good men from the Pere Marquette and I told him to get them, and he did. There were three who came at one time with a letter of introduction asking that I place them as soon as convenient.

At this time if our day train did not get in before the day switch crew left, both the engine and train crews knew they had to dock the logs so as to have the empties ready for the woods on return trip in the morning.

I was obliged to discharge some of these willing men to put on the experienced brakemen, and when these men came in late they side-tracked their train, cut off their engine and went to their boarding or "dog" house.

I believe it was the first trip made by the new men that the first train of logs for that winter stood all night without being placed. The unloading gang on the docks waited all night for the train to come over, and the next morning the general office got a vigorous kick from a half-dozen different sources, and as usual, the superintendent got the damning. The new T. M. asked for an explanation and I told him that his experienced men had told me that trainmen were not asked to do switching at

home terminals where they had been heretofore, and they did not propose to do it for us.

It was necessary to have a switch crew ready thereafter, and I was advised in the matter of train and engine crews afterwards.

We had trains delayed by wrecks in the woods almost continuously. The tracks were not ballasted and logs not properly loaded rolled off and sometimes got under the wheels. When thaws came the tracks in places sank out of sight. It kept a large gang of trackmen busy trying to block up and straighten the kinks in the rails.

At times cars had to be placed at loading docks which were on a sharp incline, and the woodsmen often left cars get away, and the result was several hours delay in getting line cleared.

There were so many things continually transpiring that put our cars and engines out of service that it would be hard to enumerate them. When the new T. M. told me he had contracted to deliver 60 cars a day I said:

"Had you made it 40 we might possibly make it."

After all the efforts made; after all the hours that I put in both night and day trying to keep the locomotives going; after all the worry, care, anxiety exhibited by both the new T. M. and myself; after all the honest efforts of the majority of our poorly paid engine and trainmen we did not average 40 cars a day for the winter.

We had another tilt which demoralized two of our locomotives within a very short time after the affair heretofore related.

It was about five miles from our shops down to the home terminal city and our mixed train backed down each morning to the city depot to take on passengers, express, mail, etc., and on the return trip went through to city and backed back to yards. On the occasion of which I make mention our mixed run was about five hours late on a return trip. We had a night switch crew working at this time and considerable of their work was at different mill sidings between shops and city.

On the night named the engine on mixed train came in without headlight burning. One of the night yard men informed the engineer that a switch crew was working somewhere between there and the city; that the switch crew would protect against him, and that he would have to also protect against them, which was a time card rule when regular trains arrived a certain number of minutes late. The yard man also advised that a lantern be hung in front of the damaged headlight, which was not done. The regular found the switch crew all right. The locomotive hit so hard that one of the engines was out of service two weeks; the other one three days. Engineer on extra said:

"I thought they were on the siding out of the way."

The engineer on switch engine said:

"I did not see any light, nor did I hear them."

Switchman said:

"I heard them but they were so close that I had no time to flag. Had there been a light in front of engine I could have seen them in time to have stopped them."

About 12:30 a. m. some member of the switch crew knocked at my door and told me of the mishap and asked what they should do. I said to him:

"You fellows got into the mess. Now, you can get out of it. I don't take another 'hike' of two or three miles at midnight to investigate or advise."

I went down to my office the next morning fully determined to resign. I thought when we had the "rip up" not long before that my job would not hang together should we have another case of that kind, but it did. However, I hung on only because I needed the "mon." The glory of being a boss had long since departed. I concluded to hang on, hoping that a kind Providence might conclude to throw something over on my side of the fence that would be worth picking up—something that would permit me to lay aside my robes of official honor, get down from my perch and mingle again with the common herd.

(To be continued.)

Railroad Men's Home.

HIGHLAND PARK, ILL., January 1, 1913.

EDITOR JOURNAL: The following contributions were received at the Home during the month of December, 1912:

B. OF L. E. DIVISIONS.	
Div. 81.....	Amt. \$12 00
G. I. A. DIVISIONS.	
Div. 37.....	Amt. \$50 00
382.....	5 00
511.....	5 00
Total	\$60 00

SUMMARY.

Grand Division O. R. C.....	\$ 257 66
Grand Division, B. of L. E.....	99 00
O. R. C. Divisions.....	61 00
B. of R. T. Lodges	120 50
L. A. to O. R. C. Divisions.....	40 00
B. of L. E. Divisions.....	12 00
G. I. A. to B. of L. E.....	60 00
B. of L. F. & E. Lodges.....	5 00
L. S. to B. of L. F. & E. Lodges.....	45 00
From members of the four Brotherhoods and their friends in Amarillo, Tex., through the efforts of Bro. C. A. Herbert, of Div. 574, B. of L. E.....	
From members of Lodge 313, B. R. T.....	39 25
From members of Lodge 401, B. L. F. & E.....	16 00
Daniel Lucey, Div. 238, B. of R. T.....	8 66
Daniel Lucey, Div. 238, B. of R. T.....	3 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 436, B. of R. T.....	1 00
J. F. Clark, Div. 441, O. R. C.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00
W. J. Van Hees, Div. 193, B. of L. E.....	1 00
J. C. Van Hees, Div. 159, B. of L. F. & E.....	1 00
Dan McCoughrin, Div. 267, O. R. C.....	1 00
Harry S. Anderson, Div. 6, B. of R. T.....	1 00
Chester Bublitz, Div. 534, B. L. F. & E.....	1 00
E. W. Shatto, Div. 536, B. of L. E.....	1 00
Total.....	\$ 777 07

MISCELLANEOUS.

Fourteen bath towels, 21 hand towels and linen for table-cloths from Mahaska Div. 292, L. A. C., Oskaloosa, Ia.

Fifteen dollars from George W. Morsey, Moberly, Mo., for the purpose of erecting a headstone over the grave of our late Bro. Darwin A. Clark, of Lodge 21, B. of L. F. & E.

One quilt from Ortiz Div. 76, L. A. C., Raton, N. Mexico.

Two quilts and one pair of blankets from Div. 90, L. A. C., Jackson, Mich.

Two boxes cigars from Bro. A. E. King, Cleveland, O.

Two boxes cigars from Bro. W. G. Leo, Cleveland, O.

Two boxes cigars from Bro. M. J. Condon, of Div. 83, O. R. C.

Respectfully submitted,
JOHN O'KEEFE, Sec-Treas. & Mgr.,
Railroad Men's Home.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 227 18th avenue, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 1509 Morse avenue North Side, Chicago, Ill.

A Valentine.

Wonder-eyed pansy,
So purple, so purple—
Beautiful pleader, I pray,
Whisper, I send her
Thoughts true and tender;
For list! 'tis St. Valentine's Day.

Pretty moss rosebud—
Half-opening rosebud,
Go follow the pansy and say:
"He loves you," 'tis true.
He confesses it. You
Are his choice, this St. Valentine's Day.
—I. L. JONES.

A Thought for February.

The month of February is about the most disagreeable one of the year, coming in the middle of winter, bringing with it all kinds of weather; even old blustery March is preferable. February is the

month when the lace curtains begin to look dingy from the smoke of the furnace, and the whole house has sort of a dirty face, reminding us that the Spring house-cleaning time will soon be here. This short little month is a good time in which to pause and rest a little between the strenuous seasons of Christmas and spring-time. A good time to plan and think for the new year now launched, and which will soon be speeding away from us.

How little we know what it holds in store for us or how it will end. Why should we care to know? If our hearts are tuned to the right key, even though it be a minor key—each day will come and go, bringing clouds or sunshine, and we should meet it bravely and cheerfully. Life is largely what we make it.

The seasons come and the seasons go and in each one there is something to look forward to. So, if we accept whatever comes to us with love in our hearts and charity for the shortcomings of others, this year will pass all too soon and join those that have gone before. How much good, honest work can be done in a year. How many blessings can be bestowed, how many sorrows can be lightened, how many hearts can be made happy. Each one has his own part to fulfill, his own life to live. We can make this the very best year of all if we practice love and self-denial, "with charity for all and malice toward none." This trait of character shone out in the lives of Washington and Lincoln, who, by the way, were both born in the month of February. And these two birthdays are celebrated each year in our public schools.

In this connection I am reminded of a strange phenomenon that was told to me. We have all seen rocks of fantastic form in this and other countries, and sometimes the rocks bear the names of the objects which they resemble.

Near San Vicente, the principal town of the Cape Verde Islands, there is a bold ridge of dark gray volcanic rock, the crest of which forms a very good likeness of General Washington lying face upward as if in sleep or death.

The hero's large features, the backward wave of the hair, the sweep of the

massive shoulders, and the very frill of the shirt, are all reproduced on a gigantic scale. Were the rock in the city of Washington, it would be visited by thousands of sightseers every year. As this profile is cut in rock by the invisible hand of Nature, just so the life we live this year and all the years to come will leave its impress.

There is so much to be done and the days pass so swiftly. Unhappy the man or woman who tries to kill time. Work is the panacea for all sorrows—do not shirk it, but rather seek it. For the months come and go, then lengthen into years and all too soon our work is o'er.

"He wastes his wealth who useless frets
O'er troubles real or seeming;
Time pauses not for vain regrets,
Nor day for idle dreaming.

Who squanders time in vain deploras
A failure of endeavor;
No power the ill-spent past restores—
Once gone, 'tis lost forever." M. E. C.

Greetings from Marshall, Tex.

Texas Pride, Div. 196, Marshall, Tex., sends Happy New Year greetings to all.

Our election of officers on Dec. 4 passed off beautifully, and I think with satisfaction to all.

Thus the first step is taken to launch us into the new year. But one more meeting and the old books will be closed and laid aside, and not without a pang of regret, for its familiar pages are like the faces of old friends. And we find ourselves wondering what will be the record of the new book, with its spotless pages. Ah, well, it is best to leave such thoughts to the Great Creator, who doeth all things well.

So we gladly welcome the new year of 1913, and will strive to do our best in the future as we have in the past, remembering that it is only in regular attendance and faithfulness to our obligations which insures success. I am a member of four fraternal orders, and I love them all. But the dear old G. I. A. stands alone; its little band of loyal women should be bound together with the true spirit of fraternalism and Sisterly love, made stronger by the very

dangers through which our husbands pass daily.

Then let us meet this new year bravely, and resolve to work with renewed energy for the good of our beloved Order. Loyal co-operation is what we need; it seldom fails in its objects and purposes. Therefore, let us greet the new member (and old as well) with smiles and a hearty hand-clasp, ever striving to make each member know that they are among Sisters who feel that they are one with us in personal sympathy, and thereby exemplifying that complete harmony within our Order which is so essential to its success. In looking over the *Beehive* a (Maccabee paper) I ran across the following verses from the pen of John Kendrick Bangs, which I append; it is self explanatory:

If an unkind word appears,
File the thing away;
If some novelty in jeers,
File the thing away,
If some clever little bit
Of a sharp and pointed wit,
Carrying a sting with it—
File the thing away.

If some bit of gossip come,
File the thing away;
If a scandalous, spicy crumb,
File the thing away,
If suspicion comes to you
That a Sister is not true
Let me tell you what to do—
File the thing away
Do this for awhile
Then go out and burn the file.

In conclusion I can not refrain from tendering the JOURNAL a New Year's bouquet. It has been a welcome visitor is our household for many years. And, like the Xmas fruitcake (improves with age); it is the link that binds together in a common cause the Brotherhood of Locomotive Engineers and their Auxiliaries in bonds of sympathy and love all over this broad land. Its pages teem with words of love and wisdom from many an inspired pen.

And now through its pages and across intervening space I extend my hand to all our dear old friends, and wish them all a Happy and prosperous New Year.

E. G. GUNN.

P. S. This was received too late for January JOURNAL.—EDITRESS.

The Land of By-and-By.

We are kindred all, and brothers,
 All the whole wide world, we say,
 Yet our hands clasp not each other's
 As we meet upon life's way;
 For our blind eyes see not clearly,
 And while mists obscure our sight,
 Hearts that might have loved so dearly
 Miss each other in the night,
 Noble souls—yet in the fetter
 Of their pride of place they lie;
 They will know their kindred better
 In the land of "by-and-by."

Here our sympathies are bounded
 By the cold world's narrow range,
 By its barriers surrounded,
 We are sport for chance and change;
 Here life's sands are ever shifting,
 Shadows fall 'twixt heart and heart,
 And we watch our loved ones drifting
 Slowly, surely, far apart.
 Yet our hands will clasp each other's
 Neath a clear and sunny sky,
 When we dwell, indeed, as brothers,
 In the land of "by-and-by."

HELEN BURNSIDE.

Girls of America.

American girls are the happiest in the world, and they have good reason to be so. This is the only country on the face of the globe where girls are treated as they should be. Every girl has heard of her unfortunate Chinese sisters, who are in every way given to understand that they are decidedly not wanted. Indeed, in all Oriental countries the condition of girls from birth to old age is most deplorable.

In Germany, Austria, Switzerland, Norway and Sweden, girls seem to do more work than men. No account is taken of their lack of strength, and they are called upon to perform tasks from which full-grown boys would shrink. In Switzerland, girls from 9 to 15 work in the vineyards, climbing up the steep hillsides with great burdens. In Germany girls are not infrequently harnessed with dogs and goats in milk carts and other vehicles.

In Norway, Sweden and Denmark, girls are made to earn their living at an early age, and do all sorts of hard work which we delegate to strong men. In Russia, the female portion of the population is regarded as mere nonentities.

How different it is in our country! Where does there live a father or mother

who weeps when a girl baby comes to their home? What brother is not proud of his little sister, and would defend her against a giant? It is true he may tease her, and laugh at her ways so unlike his own, but let any other boy do so at his peril. American girls do not always appreciate their advantages until they are thrown in contact with their less fortunate sisters. In England they seem to think a chaperone necessary for a girl every time she steps outside of her home, while here in America a girl could travel from Maine to California unattended with perfect propriety and in safety. We make our girls safe by teaching them to be self-reliant, and training our boys to respect and revere womanhood.

The American girl was born under a lucky star, and we hope its brilliancy will never be dimmed.

G. C. of A. Entertained.

When the gods of good-fellowship and hospitality wished to confer a special dispensation on their chosen few, they wisely took the gift of imagination, but in their wildest moments we do not think they ever went to the extent that was accorded the members of the General Committee of Adjustment of the Rock Island lines, when they were so royally entertained by that past mistress of hospitality, Mrs. Kilduff, the genial wife of our General Chairman, Pete.

Brother Kilduff, our most efficient executive, by his past squareness, his rare executive ability, has placed himself in the position greatly to be desired, seldom attained by any individual.

After the G. C. of A. had been in session several days and wearied with their labors, it took a woman's initiative to supply the necessary vacation. Mrs. Kilduff's thoughtful invitation to a little surprise on Brother Kilduff came like an unexpected invitation to the happy realms so beautifully pictured by our Brother poet, "Shandy Maguire."

Did we go prepared for the feast? Well, not one in the picture could be hired to go for his usual dinner, and the groaning boards that greeted our eyes and whetted our appetites, and the com-

plete surprise of our worthy chairman was a sight that will forever linger in the minds of all members of the committee. Brother Kilduff was presented with a traveling bag by the committee, and the natural admiration for women, by all true railroad men, was, we are sure, shown by the spray of roses presented to our hostess, our mute token of the pleasure it is in being under the oppression of the fairest thing on earth—women, lovely women.

Faternally yours,
JNO. CUNNINGHAM, Div. 60.

The Brainy Woman as a Wife.

Would the average man, if asked which class of woman he would prefer for his wife, choose to live out his days with the one of advanced opinions and keen perceptions instead of the honest, "comfy," home-making feminine?

Does the wife who can prepare and serve a well-balanced dinner and make a man's den a livable, breathable place, tend to make a man happier than the woman who can compile and read a corking good club paper on the Emancipation of Woman or the Psychology of the Child Mind?

Would the man who replied when asked if he were happy, "Yes, absolutely, I have the most beautiful and the most stupid wife in the world," have answered in the same vein had he come home on cleaning day to find his wife with dust cap and apron still on, with grimy hands and face, sitting on a stepladder reading aloud to three spellbound, albeit hungry little ones, from the Vision of Sir Launfal?

In order to be supremely happy, must a man have his creature comforts, must his buttons always be in place, must his meals always be on time, must his laundry always repose in its especial drawer, just when he wants it?

Will the pride with which he casually mentions the fact that his wife is on the program at the club for a paper, or that the best periodicals are running a series of her problem stories, make up to him for hurried meals, lonely breakfasts, and wild scrambles for mislaid hats, gloves and umbrella?

Is a man a brute after all? Will he find truer happiness with the stupid woman who gives him creature comforts than he will if she takes her place in the world of affairs and shows men and women just how much a woman can accomplish by hard work, steady nerves, and a clear brain?—*Home Life*.

Hens and Henriettas.

There are two varieties of hens—the hen with the small "h," who is tastefully and gratuitously feathered by Nature, and the Henrietta, who is ridiculously and expensively feathered by a milliner. Henrietta is spelled with a large capital "H" because she is the most important thing in the world, as she will blushingly admit if closely pressed.

It is the province of the hen to furnish breakfast food, hat trimmings and dusters for the Henrietta. Once upon a time Henrietta had a province, too, but she traded it for a mission and has since possessed or been possessed, by an unsatisfied ambition.

When the hen cackles she has the fruit of her labor to show that her noise is not an empty boast. The Henrietta cackles more often and twice as vociferously with absolutely no excuse.

The hen hunts worms; the Henrietta hunts a rooster to do her worm-hunting. If she fails to find one who is willing to be her huntsman, she hunts bricks to throw at all the roosters she may meet thereafter.

The busiest Henrietta is the one with a single chick just ready for the matrimonial market.

A moulting hen is a sorry sight, but a half dressed Henrietta is a spectacle to make the gods laugh.

The hen that mothers a kitten is found only in nature fake articles, whereas the Henrietta who mothers an Angora cat may be seen in every block.

The unassuming hen is content that her rooster shall monopolize all the vanity and resplendent plumage there is in the family. The Henrietta swears that she is not vain, but she carries a vanity box and believes that "fine feathers make fine birds." Already she has appropriated

her rooster's wardrobe, excepting his nether garments. And he clutches his trousers with one hand and his sacred ballot with the other, though realizing that eventually he will lose both.

The ambition of the hen has no beginning. The hen is satisfied to roost at the same altitude as did her grandmother, but each generation the Henrietta flies higher. Whether she is actuated by a praiseworthy desire to "get up in the world" or mere lightheadedness, no intimidated rooster dare say.—*Terrell Love Holliday.*

After-Christmas Exchange Items.

(Clipped from any newspaper.)

To exchange: Three gold-filled bracelets for a pair of shoes. Gladys D.

Will exchange: Hand-worked smoking-jacket for a half-dozen corn-cob pipes. Arthur S.

I have several pairs of hand-worked bed-slippers to exchange for three pounds of beefsteak or other meats. Reverend C.

To exchange: Six neckties selected by my sweetheart. Very suitable for crazy quilts. Will exchange for punching bag; or, what have you? Billy R.

Nice pair silk suspenders for a ham sandwich. Dick.

Will exchange: Hand-embroidered socks for some ink and stamps. Author. GEORGE FREDERICK WILSON.

What About Mother?

Little Marion took a great fancy to her father's bald-headed friend, and, jumping up on his knee, began smoothing his shiny pate with the greatest satisfaction. Suddenly she paused and leaned over to peer into his face, while she inquired sympathetically:

"And hasn't oo dot any little turls at home to pin on?" WINFRED ARNOLD.

A Difference.

An Irishman, recently arriving in this country, applied for a job to a Scotchman whom he had known in the old country.

"It will be entirely your own fault,

Pat, if you don't succeed in this country," said the Scotchman. "I landed here twenty years ago with but one shirt to my back, but since that time by my own exertions I have managed to accumulate a million," finished the Scotchman with a glow of real pride showing on his countenance.

"Begorry, thin," said Pat, "an' Oi'd like to be afther knowin' phwat any man wants with a million shirts! He can't wear more than wan at a time, sor."—*Sunday Magazine.*

No Souvenirs for Him.

Smith, purchasing for his wife some tea in a small dingy shop, was horrified when he untied the package to find therein a slip of paper reading thus:

"The holder of this coupon when properly punched is entitled to a beautiful souvenir." L. K. H.

Horrible Thought!

Mrs. Johnson: "If you must send a trained nurse for my bachelor uncle, send a homely one."

Doctor: "Impossible, madam! I would do it if I could, but all the homely ones have starved to death."

M. L. WILDMAN.

Accuracy

The motto above the great editor's desk read: "Accuracy, Accuracy, Accuracy."

Therefore, the story turned in by the cub reporter contained this statement:

"Three thousand nine hundred and ninety-nine eyes were fixed upon the speaker."—*Forward.*

New Divisions.

On December 17, Esperanza Div. 527, Auxiliary to B. of L. E. 811, of Clovis, N. Mex., was organized by Sister Oland, of Fort Worth, Tex.

An all-day session was held in the B. P. O. E. Hall. The morning hours were very profitably spent listening to instruction by Sister Oland, followed by installation of officers.

Twelve members were enrolled as charter members. At the noon hour a de-

licious luncheon was served by the ladies, and all had an opportunity to become better acquainted with Mrs. Oland as well as with each other. In the afternoon the ritualistic work was exemplified to the satisfaction of all present. It was so close to Christmas holidays and everybody was so busy that our reception for Mrs. Oland was postponed until some time early in the new year, when we will have more time and can better show our appreciation of her splendid ability as an organizer.

MRS. JAS. T. STALKER, Sec.

DIVISION 529, CAPE BRETON, N. S.

On Thursday, November 28, 1912, Mains Div. 529, G. I. A. to B. of L. E., was organized at Glace Bay, Cape Breton, N. S., in Odd Fellows' Hall, by Mrs. J. M. Mains, A. G. Vice-President of Toronto, assisted by Mrs. N. Sinclair, President of Div. 479, Moncton, N. B., with 18 charter members. Election of officers was next in order, then installation. In the evening the visitors and Sisters with their husbands were entertained by Sister Pushie, where a very enjoyable evening was spent.

Friday, at 2 p. m., meeting was called to order, when Sister Mains instructed us in the ritual work, then gave a very interesting talk about the Order, describing the Silver Anniversary Fund, in which we hope to take a part later; also about Insurance.

It was unanimously voted that we call our Division "Mains," after our Grand Organizer, as a token of our regard and esteem.

Before closing Sister Mains presented us with the frame for our charter. We then wished her goodbye, wishing her a safe journey home, and trust she will come again soon.

MRS. G. HICKMAN, Sec.

DIV. 530 CAMPBELLTON, N. B.

Tuesday, Dec. 3, 1912, Nestigouche Div. 530, G. I. A. to B. of L. E., was organized at Campbellton, N. B., by Mrs. J. M. Mains, S. A. G. V.-P. of Toronto, with 18 charter members. Election of officers was then taken up, and a talk from our Grand Officer about Insurance, which we all think is good.

The Silver Anniversary Fund was also given a place, and we are sure if all Sisters will give it the same view and interest as Sister Mains it will surely be a success. Wednesday in Odd Fellows' Hall a meeting was held for instruction in the floor work. In the evening 18 Sisters, with their President from Div. 479, Moncton, N. B., came and put on the floor work, which we greatly appreciated. We also had Sister Sharp, President of Chaudiere Div. 404. The Brothers who were patiently waiting in the anteroom were then admitted, when public installation was given. Sister McDuiggan of Moncton being installing officer, and Sister Mains was Marshal. A vote of thanks was extended to the Brothers for presenting us with charter and paying hall expenses.

Brother Matthews, on behalf of the new Division, presented Sister Mains with \$5 in gold, to which she replied in a pleasing manner. The new Division then entertained the visiting Sisters and Brothers at luncheon, after which dancing was kept up until train time, when the Brothers treated us all to a sleigh ride, then to the depot. We hope our Moncton Sisters will come again soon.

MRS. E. THOMAS, Sec.

Union Meeting.

Division 224, Worcester, Mass., held a New England union meeting on November 6, which was a gala day for us.

About 175 Sisters were in attendance, and we were honored by having our Grand President, Sister Murdock, with us, also Sister Cook, A. G. Vice-President. This was Sister Murdock's first visit to our beautiful city, and we tried to make her stay with us as pleasant as possible, with theater parties and automobile rides. The day set for the union meeting found Sisters Murdock, Cook and several Presidents of Divisions seated on the rostrum, and Sister Morrow, President of Div. 224, opened the meeting.

The different forms of the ritual were exemplified by Divisions 61, 367, 118 and 224. After the closing form we were pleased to listen to remarks by Sisters Murdock and Cook, and hope to have them with us again soon. MEMBER DIV. 224.

Correction.

The amount of money credited to Div. 5 on the official sheet of Division inspections sent out in 1912 is incorrect. The amount donated by that Division was \$56.40. Regretting this error, we are,

Yours fraternally,
MRS. W. A. MURDOCK.

Division News.

DIVISION 110, Baltimore, Md., has just closed a most prosperous year and are ready and fully equipped to face the new one of 1913.

Our meetings are well attended and our Sisters heartily in favor of the Orphan's Fund. We wish our Grand President success in this work. Our success is due to the earnest workers we have and the social gatherings we hold.

One pleasant event of the past year was the surprise party given to Sister Kate McDade, one of our most faithful and devoted members. The Sisters, with their husbands, took Brother and Sister McDade by storm. We were made welcome and the evening was passed in music, dancing and a general good time.

When refreshments were served Sister McDade was presented with a 20-dollar gold piece as a token of our love and esteem.

In November we helped Brother and Sister Shaffer to celebrate their 25th wedding anniversary. In the morning we sent them a piece of silver and at night gave them a genuine surprise. Those attending certainly enjoyed the occasion. Sister Small and her talented children furnished the music, and Brother Hall was master of ceremonies. It is needless to say that he was a most charming fellow in this capacity.

Sister Shaffer is one of our earnest workers and we were glad to honor her upon this occasion and to wish her and her husband many years of happiness and prosperity. ALICE M. METCALF.

CAROLINA DIVISION 459, Hamlet, N. C., gave a silver tea for the Brothers and their wives at their hall on Wednesday evening, November 27. The hall was very beautifully decorated by Sister

J. O. Bundy with our colors. The lights were shaded with pink and the large table in the center of the hall was very handsomely decorated in pink, long streamers reaching from the chandelier to the four corners. A large centerpiece with vase of flowers and asparagus fern completed the arrangement of the table. Refreshments consisting of chicken salad, pimento sandwiches, pickles, saltines and hot coffee were served during the evening. Beautiful music, both vocal and instrumental, was rendered by Mildred Milham, Daniel McDonald and Mr. and Mrs. G. B. Riddle. One of the features of the evening was a turkey contest, Mrs. G. B. Riddle being the winner of the first prize, and Mr. Galloway won the booby. A neat little sum was added to our treasury.

At a late hour the guests departed, having spent a very pleasant evening and wishing the G. I. A. much success.

MRS. C. D. BRADSHAW, Pres. 459.

DURING the year 1912 Div. 71, Knoxville, Tenn., has enlarged its work of charity. Basket donations were resorted to at different times and in this way much good was done that cannot be appraised in dollars and cents. Many a heartfelt message has been carried to the sick and wounded through God's own thoughts in full bloom, we having a very conscientious chairman of our flower committee.

Attendance, thanks to our captains, has been very gratifying. We still are using four appointed Sisters as leaders to notify and insist on each Sister allotted to her list to be present on meeting day. Finally the winning side is banqueted by the three losing. These events are always enjoyed, as the losers are good-natured and generous.

The amount of time before inspection has a natural tendency to laggard the floor work. However, we hope to have our hat in the ring in due season.

Among the many pleasant events at our homes we would briefly mention the afternoon at our President, Sister Luttrell's, given in respect to Sister Harrison, of Roanoke, Va., who was visiting

with Sister Barringer, and Brother and Sister Luttrell's anniversary. Brother and Sister Copeland very graciously entertained on their anniversary also. A Hallowe'en social at the home of Brother and Sister Crittenden was conducted by measurement. Each person paid 5 cents per foot-plus one cent for every inch over the even foot for his or her height. This was profitable as well as enjoyable. The majority of the Sisters were attired in sheets and pillow slips. The gypsy fortune teller's booth was the crowning event of the evening, as each spook was interested in her hereafter. Witches and black cats were in evidence as decorations inside, while the spacious porch awning was daintily bedecked with autumn leaves. A miniature wagon loaded with autumnal fruits graced the dining table. Refreshments were served by the daughters of engineers Crittenden, Luttrell and Bishop. Misses Bernice Luttrell, Annabell Crittenden, Nellie Ford and Mona Waters rendered several musical numbers.

Our quarterly socials, while pleasant to those attending, are not interesting the families of the engineers as we desired.

Our place of meeting not being as desirable as we wish for, has called forth renewed activity with building committee. Our chairman, Sister Maiden, holds the nestegg which is expected to draw like a magnet all surplus funds to further the project of her dreams. She wishes to materialize this scheme while on earth with us, so she and her committee have met with the Brothers and disclosed plans for future work to obtain a suitable hall or building for all railroad organizations in our city. Our Brothers are willing, if it can be assured a business proposition as well as a comfortable one.

Last Wednesday we had the pleasure of initiating four members, a unique feature being that of Sisters J. S. Conner and T. M. Graham, a mother and daughter, being initiated at the same time.

And now with apologies to Frances Parr in her article "To Wives of Engineers" of November issue.

The reading aroused sentiment anew which our Sisters are battling with to

the cost of attendance at meetings. Our officers who have obligated themselves and honored their Division by accepting, for the good of the Order, an office with duties attached, have no power to set the time of meeting. The Sister whose voice is needed to promote some grand cause that might be lost for the common sense of the alert mother and wife cannot time the going or coming of the noble hero. And yet duty calls. The legal lord must needs be grateful that the meal is prepared and in a suitable place for him. The children with lessons and lunch are off at daily school. The house tidied and then a grand rush for the G. I. A. Surely our husbands want their wives to compare favorably with others intellectually as well as to be physically able to cook, keep house and serve as his valet.

Incidentally, more Sisters are likely to become slaves to their imperiled hero's whims than ever become a "victim of regret and sorrow" of their own making.

The Sister is called upon to remind the Brother that the meeting of the B. of L. E. takes place today. Assists him in every possible way to attend. The two organizations are working along hand in hand, so must our wives and husbands, that the work entrusted to your care may not suffer. We trust that a broad view of both sides will temper the conflicting arrival and departure of both Brothers and Sisters. With the season's greetings to one and all, may the new year be an ideal one. N. J. C.

JUST a few lines to let our readers know that Div. 434, Harrisburg, Pa., has had a very successful year socially. Our last social was a theater party and luncheon in honor of Sister Gilchrist, of Div. 139, Greensburg, Pa., which was very well attended, and was enjoyed by all. Sister Gilchrist is as charming a guest as she is an Auxiliary worker, and it was with much regret that we parted with her.

As the end of the year is at hand and all Divisions are about to enter a new year, we wish you all a very prosperous and happy year. Yours in F. L. & P.

MEMBER DIV. 434.

JUST a few words after a long silence, from our Division away down in Lakeland, Fla., among the fragrant blossoms whose name it bears. Although Orange Blossom Div. is the farthest south of all Divisions in the United States, and a long way from the nearest one, it is wide awake and not only awake, but hustling.

While we haven't gained many new members, those we have take an interest and attend meetings regularly and make up in enthusiasm what is lacking in numbers. That's just what we need, anyway. The rest will follow in time. As the new year approaches we look back and review past events. Ours has not been a path strewn with roses, but a faithful few worked unceasingly, and at last the silver lining to the dark cloud appeared and our efforts were rewarded. We have been "weighed in the balance and not found wanting."

With four new members recently admitted, the promise of more in the near future, a neat bank account and all members working harmoniously together, there is cause for rejoicing among us.

Under the leadership of our faithful President, Mrs. J. B. Hogan, who was re-elected, we expect to accomplish much in the coming year, and derive much benefit and pleasure, as well as extend a helping hand to those who need it.

SEC. DIV. 499.

ABOUT 50 of the members of Queen Alexandra Div. 362, St. Thomas, Ont., with their husbands, surprised Sister M. J. McAndrews at her home on November 18, 1912. Sister McAndrews was the first Past President of Queen Alexandra Division, and in appreciation of her faithful services as both officer and member, she was presented with a Past-President's pin.

In the absence of Sister W. H. Ward, the first President of the Division, Sister D. Miller, the second President, called the gathering to order and made the presentation. Sister McAndrews responded and thanked the members for their kindness. She said she felt as if she was not entitled to the pin, since she had never actually occupied the chair. This statement, however, was imme-

diately overruled by the chairlady and the ruling was unanimously accepted.

Addresses were given by Sister Meadows, our energetic President of 1911, 1912 and 1913, also from Brother Meadows, Brother McAndrews and Brother Webb, master mechanic of the M. C. R. Refreshments were served by the ladies and the gathering broke up at an early hour.

MRS. DONALD MILLER.

DIVISION 418, Centerville, Ia., is a small Division, but in a most prosperous condition, and the members enjoy the meetings. We opened the new year by holding a surprise party on Sister Breitenbucher, carrying with us greetings for a happy new year and wishing for her many more birthdays, as this date was also her birthday anniversary. Sister Gill, on behalf of the Division, presented Sister Breitenbucher a beautiful cut-glass sugar and cream set, as a token of love and appreciation for her untiring efforts in the office of President. She thanked the Sisters, and said she would not be averse to having many more such birthdays if they did not add the years.

The self-invited guests brought refreshments, and the evening was spent in games, music, and having a good all-around time.

SEC. DIV. 418.

DIVISION 48, Denver, Colo., sends greetings to the readers of the JOURNAL, and expresses the wish that all Divisions may have a prosperous and happy year in 1913.

About a year ago Div. 48 lost 25 of their good working members, who withdrew to organize Div. 508. We felt badly to part with them, but divided the money in our treasury with them and said "goodby" with the kindest feelings, and we are proud of this, our daughter, for she is growing and thriving splendidly, with Assistant Grand Vice-President Hinchcliff as her President. Our own President, Sister Bolthoff, has exerted herself to bring our membership up to the 100 mark again and her efforts have been crowned with success. Our members were well pleased with the results of the convention—the election of Grand Officers, Silver Anniversary Fund and

all. Our President was delegate, and her splendid report enthused every member. This is a good place to keep up the enthusiasm the year around. Many of our members go visiting in the summer, but so many come here from other places and visit us on our meeting days that we can always fill the vacancies. We always welcome these Sisters from different parts of the country, for we know they are good G. I. A. women to forego the sightseeing long enough to hunt us up on our meeting day. Our union meeting, held in the Knights of Columbus Hall, was a splendid success, the three Divisions located in Denver joining in entertaining and exemplifying the work.

Sister Scott, one of our charter members, gave a short history of the Order, which was most interesting. Sister Newell, our Secretary, presented a large picture of Brother Stone in the Division, which we are proud to hang in our Division room. The all-day meeting was enlivened by music and addresses by our A. G. Vice-President Hinchcliff and visiting Presidents. All agreed that our union meeting was a great success in every way.

COR. SEC

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., February 1, 1913.

To Division Insurance Secretaries, V. E. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than January 31, 1913.

ASSESSMENT No. 761.

Buffalo, N. Y., Dec. 1, 1912, of cancer, Sister Margaret Johnson, of Div. 230, aged 49 years. Carried one certificate, dated Dec. 15, 1900, payable to Robert L. Johnson, husband.

ASSESSMENT No. 762.

Jersey City, N. J., Dec. 5, 1912, of endocarditis, Sister Anna Weingartner, of Div. 487, aged 39 years. Carried two certificates, dated Oct. 4, 1912, payable to Anthony Weingartner, husband, and Ruth and Pauline Weingartner, daughters.

ASSESSMENT No. 763.

Denver, Colo., Dec. 8, 1912, of diabetes, Sister W. K. Secord, of Div. 46, aged 57 years. Carried one certificate, dated April 2, 1891, payable to W. K. Secord, husband.

ASSESSMENT No. 764.

Moberly, Mo., Dec. 9, 1912, of cancer, Sister Anna Moeller, of Div. 33, aged 49 years. Carried one

certificate, dated March 31, 1907, payable to Otto Moeller, husband.

ASSESSMENT No. 765.

Baltimore, Md., Dec. 12, 1912, of pneumonia, Sister Jane M. Askew, of Div. 110, aged 78 years. Carried one certificate, dated Aug. 1, 1894, payable to John Askew, husband.

ASSESSMENT No. 766.

New York City, N. Y., Dec. 16, 1912, of heart disease, Sister Mary E. Sweetser, of Div. 234, aged 77 years. Carried one certificate, dated Dec. 7, 1901, payable to Mable E. Cressey, niece.

ASSESSMENT No. 767.

Hoboken, N. J., Dec. 18, 1912, of heart disease, Sister S. L. Ward, of Div. 38, aged 65 years. Carried one certificate, dated Nov. 15, 1893, payable to Edna Ward, daughter.

ASSESSMENT No. 768.

El Paso, Tex., Dec. 20, 1912, of endocarditis, Sister Fannie Derr, of Div. 138, aged 70 years. Carried one certificate, dated June 25, 1900, payable to Paul Derr, husband.

ASSESSMENT No. 769.

Rochester, N. Y., Dec. 24, 1912, of apoplexy, Sister Helen C. Harrison, of Div. 11, aged 79 years. Carried one certificate, dated Aug. 21, 1901, payable to Charles A. Taylor, grandson.

ASSESSMENT No. 770.

Clinton, Ia., Dec. 24, 1912, of senility, Sister Esther Adams, of Div. 149, aged 76 years. Carried two certificates, dated June 19, 1896, payable to J. W. Adams, husband.

ASSESSMENT No. 771.

Las Vegas, Nev., Dec. 28, 1912, of cancer, Sister Helen M. Bailey, of Div. 456, aged 47 years. Carried one certificate, dated Nov. 8, 1906, payable to Edward B. Bailey, husband.

ASSESSMENT No. 772.

Schenectady, N. Y., Dec. 30, 1912, of pneumonia, Sister Gertie I. Glenn, of Div. 198, aged 64 years. Carried two certificates, dated Feb. 26, and March 12, 1896, payable to Mary B. Wells, Harriet W., Margaret and J. Ellis Glenn, children.

ASSESSMENT No. 773.

Corbin, Ky., Dec. 30, 1912, of operation, Sister Nannie E. Griffith, of Div. 257, aged 29 years. Carried two certificates, dated Jan. 4, 1909, payable to Homer and Albert Griffith, sons.

Members will pay their Insurance Secretaries on or before Feb. 28, 1913, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 737 and 738, 9,272 in the first class, and 4,626 in the second class.

Mrs. GEO. WILSON, Pres. V. E. A.

Mrs. JENNIE E. BOOMER, Sec'y and Treas.,
1509 Morse avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Questions and Answers

BY JAMES GREGORY.

Question: What is the purpose of the locomotive superheater, and how is it constructed?

Answer: The purpose of the superheater is to promote economy in the use of steam and at the same time increase the power of the engine. This is done by causing the steam, after leaving the dry pipe, to pass through a series of tubes so situated as to be exposed to contact with the hot waste of gases of combustion in their passage from the firebox to the atmosphere.

Question: How is economy effected, and power increased by that means?

Answer: Some of the heat that would otherwise be wasted is absorbed by the steam in its passage through these tubes; thus, superheating the steam many degrees higher than it was when it left the boiler, and this steam imparts a high temperature to the cylinders in which it is used; thus, counteracting the cooling effect of cylinder walls, so wasteful of steam in the engine not using superheated steam. In this way condensation is almost wholly eliminated, thus promoting both power and economy in the use of steam.

Question: How many kinds of locomotive superheaters are in use today?

Answer: There are two distinct types, known as the smoke-box superheater and the fire-tube superheater.

Question: In what respect do they differ in construction, and how do they compare as to efficiency?

Answer: The smoke-box type was the first step toward superheating in the locomotive. It has this to recommend it—that no special design of boiler is needed to apply it, but as the superheat tubes are all confined to the smoke-box, they represent a considerable hindrance to the free circulation of draft; and, besides

that, the heating surface of this type is too limited to fully demonstrate the possibilities of superheating.

The fire-tube type requires that three or four of the top rows of flues be made much larger than the usual size, and in these large flues the superheat tubes are extended about half way from the superheater head in front end. This type gives a greater heating surface than the other, and is much superior to it in every respect.

Question: If, as is admitted, the steam pressure is not increased, how will superheating add to the power of engines in the different classes of service?

Answer: In the case of the passenger engine, whose starting power and weight of engine is usually out of all proportion to the speed developed, with saturated steam, it will permit of a reduction of boiler pressure and weight of engine, both changes that are far-reaching in their effect toward economy in first cost of locomotive operation and maintenance of way.

In the freight engine the reduction of steam pressure cannot be considered, as the high boiler pressure is needed for starting; but the great waste of power in this class of engine, due to cylinder condensation, which is obviously greater in the slower moving engine with lower cylinder temperature, affords a better subject upon which to prove the benefit of superheating than the passenger engine on which a higher cylinder temperature is maintained. Thus, it is reasonable to expect a higher percentage of fuel economy gained by the use of superheated steam in the freight engine than in the passenger engine, as compared with the performance of either when using saturated steam. Reliable reports support this claim.

With the switching engine the results gained from superheating are even better than with either class of road engines. This follows in the same line of reasoning as in the former case, for as the switch engine works steam but a comparatively small portion of the time, the cylinder temperature is necessarily lower than in the freight engine, and the losses from condensation are, of course,

correspondingly higher when saturated steam is used.

The superheater prevents this loss in a great measure, thus adding to the efficiency as well as to the economy of operation of the switching engine.

Question: What effect has the superheater on the work of engines in bad water districts?

Answer: Where the water used in boilers is such as to cause foaming this trouble is almost wholly overcome by the use of the superheater, as the water carried out of the boiler with the steam is vaporized in its passage through the superheater tubes before reaching the cylinders.

Question: Is there any particular method of handling engine equipped with the superheater to get the best results?

Answer: The engine should be run with a full throttle so as to maintain a full boiler pressure in the superheater when possible, and the power regulated by the reverse lever. In this way the fullest benefit is gained, as the expansive energy of the steam is most fully utilized by this method of handling.

Question: Why do engines using superheated steam slip more than those of same class using saturated steam, and slip longer after being shut off?

Answer: In answer to the first question, will say it is due to the higher cylinder power developed when the waste of power of saturated steam by condensation is eliminated.

Answering second part of question, will say the greater volume of steam between the throttle valve and cylinders when the superheater is used is what causes the engine to slip longer, as all the steam contained in the superheater is beyond control of the throttle valve and must all pass out through cylinders before slipping ceases.

Question: What are the chief causes of failure in the superheater?

Answer: Leaks in joints in fire-tubes, particularly where joined to head, is one cause. This trouble is being overcome by better material and workmanship. The problem of lubrication is also being solved so that comparatively little trouble results from that cause. The

smoke-box type never did give much trouble in that respect, but the higher temperature of the steam in the fire-tube type made the question of lubrication a serious one for a time.

Question: Is the internal resistance in cylinder less with superheated than with saturated steam?

Answer: The very nature of the steam after being superheated, as is clearly indicated by the more clear and snappy sound of the exhaust, plainly proves that resistance from back pressure and compression in cylinders is much less than when saturated steam is used.

Question: What percentage of economy is claimed for the superheater?

Answer: Twenty-five per cent in fuel and thirty-five per cent in water.

Question: What is the gain in temperature from superheating with the fire-tube type of superheater?

Answer: Steam leaving boiler at 200 pounds pressure has a temperature of about 387 degrees. After passing through superheater this steam would, under average working conditions, have a temperature of about 600 degrees.

Question: Explain Schmidt superheater, its benefits, or anything that will cause its failings; best method of lubricating cylinders. Trace steam from dome to atmosphere.

J. M. LOGAN, Div. 580.

Answer: The locomotive superheater referred to consists of several rows of large flues in upper part of boiler about five and one-half inches in diameter at the forward end, one inch less at the firebox end. In the smoke-box is placed a superheater header. From this header, into the large flues, return steam tubes are run to provide for a liberal heating surface, and the steam passages in the header are so arranged that the steam must pass through these tubes on its way from dome to cylinders.

A damper in front end, operated by steam chest pressure, closes automatically when engine is shut off, thus stopping fire circulation through large flues in which superheater tubes are placed to prevent burning of these tubes when no steam is passing through them. Leaks in the superheater tubes would

have same effect as leaking steam pipe joint or nozzle box joint. So it is evident they must be kept tight, and they represent the chief source of failure of the superheater.

As to lubrication, a high grade cylinder oil is needed, and the feed must be constant. It is recommended that a direct supply of oil be fed to each cylinder in addition to the steam chest supply, but some claim to get good results by delivering the oil to steam passage leading to steam chest.

The course of the steam from "dome to atmosphere" would be different from that of engine having no superheater in this respect only, that in going from dry pipe to cylinders it would have to pass through the superheater also.

The benefits of successful superheating are the complete elimination of cylinder condensation and the resulting increase of power and economy.

Question: Could boiler circulation have anything to do with honeycombing of flue sheet in firebox? J. T. C., Div. 10.

Answer: The accumulation of honeycomb on the flue sheet is most likely to take place when from any cause the temperature of sheet is extremely high. We notice this tendency growing on an engine after being out of shop long enough for sheet to become covered with a coat of scale or mud. Under such conditions the heat from the firebox is not conducted away freely enough, so the sheet becomes overheated and the clay from the coal carried by the circulation against the sheet burns on, or sticks to it. If the boiler had poor circulation, that is, not enough space between flues for water to flow freely and absorb the firebox heat, then the flue sheet would likely become unduly heated with the same result as in the other instance.

Question: Is it not true that steam is always superheated in all engines in its passage through the steam pipes; and since the steam pipes in the small front end were more exposed to the heat than in the extension front, does that fact not account in some small measure for the greater efficiency of the old type of engine?

Answer: We often hear comparisons between the old engines and the new, usually favorable to the older type. Much of this is due to sentiment. In the absence of a fixed tonnage rating the old engine was sometimes overloaded, of course, but was as likely to be underloaded, and surprisingly good runs were sometimes made that are not possible under the modern rating system. The double nozzles afforded some slight gain in power, and the small number of cars equipped with double connected brakes gave less train resistance, but whether the more exposed steam pipes in the old engines caused the steam to become enough more superheated to give an advantage in power is, of course, a rather indefinite problem at best. Yet, in the light of latter day experience with the superheater principle, we may safely concede that it was at least a drop in the bucket in favor of the old engine with the double nozzles, small front end and diamond stack, and higher smoke-box temperature.

Question: What causes some engines to roll when working slow?

Answer: This peculiarity is most noticeable in the mogul engine, and is due to the short main rods this type of engine has. The shorter the main rods, the greater is the upward pressure of crosshead and the rolling motion referred to results from that pressure.

Question: Does a switching engine slip more working in back motion than in forward motion? W. D., Div. 47.

Answer: If the engine has no engine truck there will be no difference. Designs of engines having much weight on engine truck show considerable difference.

Question: What are we to understand by the so-called force feed system of lubricating, and to what extent is it being applied to the locomotive?

Answer: The force feed system of lubricating provides for means in the form of pumps to supply oil to the bearings positively, and in a measure in direct proportion to the speed at which engine is run, the oil pumping mechanism being operated by connection with the machinery of the engine. This plan is applica-

ble to air pumps, valves, and cylinders, as well as to driving boxes. The pumps are placed within the reservoir holding the oil to be supplied to bearing, which reservoir may be located in any place convenient to connect some moving part of the engine to the pumping machinery it contains.

Question: What advantage over the old system is claimed for it?

Answer: Valve and cylinder lubrication, depending for its operation upon the excess of boiler pressure over that of steam chest pressure, as in the case of the lubricator, is not always reliable for a steady feed, nor does the feed vary to suit the change of speed and cut-off, as in the force feed system. With saturated steam the advantage in cylinder lubrication is not so pronounced as in the case of superheated steam, when the steam chest pressure is at times fully equal that in the boiler and a feed depending on difference of pressures would in such a case be practically inoperative if engine is run with full throttle, as is recommended by the superheater advocates; while the force feed system would supply the quantity of oil desired regardless of pressures.

Question: How can the force feed principle be applied to driving boxes and what are its strong points?

Answer: The top of driving box is sealed and oil is pumped through a pipe connected to cavity of crown of the brass. The dope cellar, except as a shield, may be dispensed with. It is claimed that the accumulative pressure generated by the revolving journal is exerted toward counteracting, in a large degree, the pressure of bearing against the journal; at the same time causing a thick film of oil to separate the surfaces in contact so as to produce in effect a floating bearing, having a minimum of friction.

Question: What is the best plan for blowing out boilers on the road in districts using water that causes much foaming? Is it best to open blow-off cock when one or both injectors are working?

Answer: It depends upon which point the question is viewed from. It is the

engineer's duty to do the work with the engine, and the more prompt his service the better for him. That being so, he would naturally adopt the practice which enables him to keep the boiler in condition for the engine to do her work, whether the practice is best for the boiler or not, and if he be an observing fellow he will learn that using the blow-off cock with both injectors working is a most effective way to get mud out of boiler. When blow-off is opened, with no injector working, there is comparatively little circulation in boiler toward the point of opening. A little mud, or muddy water, will, of course, find its way out, after which the blow-off might as well be closed, as the remaining water blown out is often clean; besides, the only effect such a method has is to remove some mud from the water leg in the firebox where blow-off is located. With both injectors working, when blow-off is open, a violent circulation is started in the barrel of boiler which tends to flush back much of the loose mud settled there. Blowing out with injectors shut off is too much like fighting the condition after it has been permitted to develop; while, if the injectors are permitted to work, the cause of the foaming is in a great measure prevented. The effect of putting on both injectors is decidedly bad if intelligent care is not used, as the fire must be good, also, well supplied with coal and the blower on full while the blowing off is being done. In fact, the pressure should not be permitted to drop if it can be prevented; else there will soon be trouble with leaky flues. This is one reason why the practice of using injectors, as stated, is not favorably considered by some up-to-date men, especially those more interested in the length of service of the flues than the prompt work of the engine in the movement of trains.

Question: Is it a good practice to blow boiler out when engine is working?

Answer: There is, of course, more or less danger attending such an operation, but in so far as the benefits to boiler count it is perhaps the most efficient plan, for, when engine is working, the steam rushing up through water holds much of the

foreign matter that causes foaming in suspension, and the opening of a blow-off cock at such a time has the effect of causing more of that matter to flow from boiler than when water is at rest and foreign matter settled.

Question: What is the up-to-date practice of handling air in making stops on freight trains?

Answer: The stop should be made with one application; the amount of reduction to make to depend on the speed of train; the slower the speed, the lighter should the reduction be. After making the initial application it is well on very long trains to make a further reduction late enough so air is still blowing from brake-pipe exhaust when stop is made. This, naturally, has the effect of setting the brakes strongest on the head cars, thus holding the train bunched so the stop will be smooth. If the final application is made early enough so pressure in brake pipe has time to equalize the irregular holding power due to distribution of loads and empties in train, as well as that due to difference of piston travel, will have a chance to show itself, which otherwise would not be the case.

Question: In case of a drifting throttle being used, as on superheater engines, does it not have a bad effect under certain conditions on the smooth braking of long freight trains?

Answer: It might have a bad effect if the holding power on rear of train were strongest. This would cause a surging action after the application were made, the brakes first holding strongest on head cars, then when air in brake-pipe pressure equalized, holding strongest at rear of train. This surging action would be made a little more pronounced perhaps by the effect of the drifting throttle, which should in any case be shut off before final stop is made, or when speed has been reduced to eight or ten miles per hour.

Question: Why are two applications recommended for passenger braking?

Answer: This is done to prevent wheel sliding, due to the liability of using too high brake cylinder pressure when but one application is used in making the stop. The first application, if the speed

be over 30 miles an hour, may be a strong one, say a reduction of 12 or 15 pounds, and should be left on until train is reduced to less than 20 miles an hour, when it should be released and another application made for the final stop, which may be made with a very low brake cylinder pressure, thus preventing wheel skidding as well as the usual disagreeable shock and surge of train when stop is made with a high brake cylinder pressure.

Question: What effect does lap have on engine with reference to back pressure or tonnage resistance?

J. C. FITZSIMMONS, Div. 674.

Answer: If the inside lap of valve be increased the effect would be to cause the exhaust to take place later in the stroke, and on return stroke of piston it would cut off the exhaust earlier. Both actions would contribute to shortening the period of exhaust opening, which would have the effect of increasing the back pressure. If the outside lap were also made greater the result would be an excessively high compression. The higher back pressure, the earlier closing of exhaust referred to, and the later opening of port for the lead, which the added outside lap would cause, all tend to produce a high compression. The effect of this internal resistance would vary at different cut-offs, but would be an unknown quantity. As to the resistance you refer to due to bridge in nozzle, there is no way to determine its amount, but by partially restricting the passage of exhaust it tends to increase back pressure and compression, and by doing so reduces the hauling power of engine.

Question: Are valve cavities made to clear freely or to exert in connection with valve lap a back pressure? Please explain why this is done.

J. C. FITZSIMMONS, Div. 674.

Answer: Valve cavities are made in proportion to harmonize with the other passages for the steam from cylinder to atmosphere. There is no attempt made to get back pressure, rather to avoid it. A certain amount of compression is desired to afford a cushion to take up the lost motion of reciprocating parts, so as to make a smooth working engine, but with the least amount of back pressure

possible there is usually enough and more often more compression than is needed for that purpose.

Question: Why will the use of a small nozzle or wide open throttle cause steam pipes to leak on a slide valve engine?

J. C. F., Div. 674.

Answer: The size of nozzle has no effect whatever on the steam pipes. The only influence the wide throttle could have would be to make a leaky steam pipe waste more steam than a light throttle would on account of the greater pressure in steam pipe with full throttle.

NO. 6 ET EQUIPMENT.

Question: Am running an engine that has the No. 6 ET equipment. If coupled into a few cars not charged with, but if cut into several cars more having no air in them the pump will stop as if engine had 70 and 90 pumped up. Why is this so?

A. M. ROBERTS, Div. 156.

Answer: The action you refer to is due to the operation of the excess pressure governor. This governor controls pressure in main reservoir with brake valve in running position. Its action is regulated by the pressure in upper part of it, a pipe connected there carrying brake-pipe pressure to it, the maximum being 70 pounds. In addition to this there is a spring set with a tension of 20 pounds, both of which, acting downward on the diaphragm which controls the movement of its valve, represent the main reservoir pressure in running position. A pipe connected to lower part of this governor and also to engineer's valve carries main reservoir pressure to it, and when this pressure reaches 90 pounds the diaphragm is raised against the combined brake pipe and spring pressure, allowing air to flow over into the middle or steam chamber, forcing down the steam valve, stopping the pump.

If from any cause the air pressure on top of small governor is reduced, as by cutting into cars not charged up, or by leak in the pipe or its joints, or by its becoming kinked or frozen, then the main reservoir pressure would force up the valve with as much less pressure than 90 pounds, as the air pressure at top of governor would be less than 70 pounds.

In cutting into cars not charged up it is the best practice to put the brake handle in full release position and keep it there until brake-pipe pressure is enough so when handle is brought back to running position pump will not stop. This will be when there is less than 15 pounds difference between the brake-pipe and main reservoir pressure. Care should be used not to keep handle in release too long, as there is danger of overcharging the brake pipe; besides, there is a considerable waste of air from warning port, which is a severe tax on the pump when charging up a long train.

Question: Why is it the brakes are not so good for the long trains as for the shorter ones we used to have?

A. M. ROBERTS, Div. 156.

Answer: This question is rather indefinite. Up to 50 cars the ordinary car equipment, if in good condition and properly handled, gives very satisfactory service. Poor condition should not be charged to the brake. Your trouble may be due to want of pump capacity.

Question: Is there any particular way to run a superheater engine to get best results? I am told the harder they are worked the more benefit is gained from superheating.

SUBSCRIBER.

Answer: Theoretically speaking, the more rapid the circulation of air through fire, as when engine is working hard, the higher would be the temperature imparted to the steam in its passage through superheater; but the circulation must be confined to certain limits to get best results. A too rapid forcing of the fire might work the other way. It is not expected that the introduction of the superheater will cause any difference in the method of working the engines. The time and tonnage rating will show what the engines are expected to do, and they will be made to do it with very little variation in the practice of the men handling them.

The wonderful variety of engines in use in different parts of the country a few years ago called for, in some cases, peculiarities of handling that are not known since the modern engine has found its way into the most remote

sections of the country. So, the superheater engine will be run just as the other engines are run, with this difference, possibly, that the short cut-off and full throttle will be more generally practiced where the superheater is used than formerly.

Question: There is much difference, even on straight level track, in the resistance of trains differently made up; those composed partly or wholly of empties start easier than trains made up of loads, yet the resistance of the former increases with the speed to such an extent that the engine hauling the loads, though they be harder to start, will run away from the other train soon after getting under headway.

Making due allowance for wind resistance and effect of temperature, where is the difference to be found? READER.

Answer: The more cars in a train of any given tonnage, the less each unit of which it is composed weighs, and the more lost motion between the engine and caboose. This is in favor of the train made up of empty cars, in so far as starting is concerned. Such trains may usually be started without taking the slack, but after getting under headway will invariably "drag." When the temperature is low the effect is not just the same, for the train of empties will start harder than one of loads; but as to making good headway, the difference in favor of the loads is even more pronounced than in the other case, for the higher journal friction of the loaded car will raise the journal temperature after running a mile or two, thus releasing it from the braking effect of the congealed lubricant. This is not true of the empty car.

This is an influence too well known to call for more than passing mention, it being the basis upon which tonnage rating is made. It is the greater amount of rolling friction and flange friction of the train having most cars in train that mark the difference you are seeking.

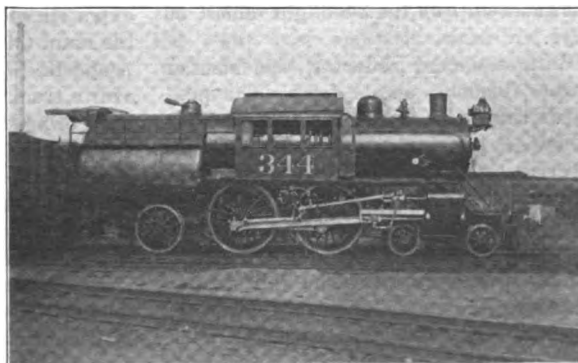
Tests have shown that journal friction does not increase in proportion to the load, nor does it increase in proportion to the speed; rather the reverse in the latter case; but we know the rolling friction of 800 wheels under a 100-car train is greater than that of 280 wheels in a 35-car train. We also know the flange friction of train of many wheels is the greatest, and that it increases with the speed, both of which seem to form the main reason why the train of empties requires less power to start, but more power to make good time with, as the resistance increases with the speed in a proportion represented by the greater number of wheels in train, even on straight level track.

It is but recently that the question of flange friction of locomotives has been looked into closely, but enough has been found to warrant the use of means to reduce it, as flange lubricators are being adopted in some places, and if reports are reliable, with good results.

Fast Time on the Philadelphia & Reading.

Much is being said about speed of trains and the dangers incident to the public demand for it, and we give the following detailed run, which is a good sample of many in the thickly populated Atlantic Coast section.

In contemplating this run it should be kept in mind that there are 34 stations on this 55.5 miles of road, and have operators with station calls at 15 stations. The reports from these stations as the train leaves are indicated in the schedule.



READING RAILWAY PASSENGER LOCOMOTIVE.

The halftone cut herewith shows the locomotive on the run scheduled—the train consisting of nine cars—time 55.5 miles in 44 minutes, the schedule follows leaving

Camden, (Kaighns Pt.).....	.0	415
Camden, Bulson st., (1.3).....	1.3	...
West Collingswood, (1.8).....	3.1	421
Haddon Heights, (2.4).....	5.5	423
Magnolia, (2.3).....	7.8	425
Clementon, (4.2).....	12.0	426½
Williamstown Jct., (4.8).....	16.8	432
Cedar Brook, (3.1).....	19.9	434½
Winalow Jct., (4.6).....	24.5	437
Hammononton, (3.0).....	27.5	439
Elwood, (6.2).....	33.7	444
Egg Harbor, (4.9).....	38.6	447
Cologne, (2.8).....	41.4	448½
Pleasantville, (9.1).....	50.5	455
Meadow Tower, (3.3).....	53.8	457
Atlantic City Depot, (1.7).....	55.5	459

Locomotive Headlights.

WORCESTER, MASS., JAN. 14, 1913.

EDITOR JOURNAL: We note by JOURNAL of January, 1913, that Brother Wilbur, Chairman of the Legislative Board of Wisconsin, has asked for expressions from Brothers who are familiar with types of headlights treated upon in the report of the Railroad Commission of Wisconsin on this subject.

Our members have run behind 765 locomotives equipped with headlights lighted by the Commercial Acetylene system the past few years, and we deem it a pleasure to give an expression of opinion from our board on the Commercial Acetylene headlight.

You are undoubtedly familiar with the size of tanks used ordinarily—12 x 36 inches—and the burner used here in the headlight is a three-quarter foot burner; one tank will run the headlight about 30 days.

With a decent reflector, this size of burner furnishes ample light. The quality of the light is far superior to any other. It penetrates fog more than an electric light of ten times the power—the latter seems to be reflected right back from fog. Signals are not distorted the least by acetylene light, and colors are not changed a bit. The light we use has enough power for every purpose, and is not too powerful so as to blind engineers running opposite. We always want a good reflector because you can't

hope to do much with any light without that. Our men are universally pleased with this light. By a vote of our board we are not in favor of a high power electric headlight. Fraternally yours,

T. B. WARDWELL,

Sec'y Legislative Board of Massachusetts, B. of L. E.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

BELLEVUE, O., Dec. 17, 1912.

EDITOR TRAIN RULES DEPARTMENT:

There are two tracks from A to B. The north or westbound track is known as the new track. All second-class, third-class and inferior trains moving from A to Z use the new track. All trains moving in the opposite direction use the other track, known as the main track. The following order was issued: "Extra west engine 115 has right over 1st and 2d No. 56, 4th No. 40, 1st and 2d No. 42, 1st No. 38 and No. 50 A to G." Under the above order did 1st No. 56 have right to use the main track from B to A? In other words, does this order cover the passenger main track between A and B the same as between B and G?

MEMBER.

Answer: Assuming that the instructions covering the use of the main track from A to B directed all second and third-class trains and extras to use the new track from A to B when moving west, extra 115 would have no authority to use the main (or eastbound) track between A and B. Whenever a train is to be run over a track other than that on which the rules or special instructions state that it shall be run, it must receive an order to that effect, otherwise it has no right to use such track. This does not hold true on lines which operate by signal instead of train order.

By the tone of the letter it is evident that B is a small station or switch located only a short distance from A; however, in my opinion, the order should have read B to G instead of A to G, as a westbound

extra needs no orders against eastbound trains until it reaches B. It is not only improper but it is misleading to issue an order to cover a movement which is covered by the rules, as was done in this case.

HOUSTON, TEX., Dec. 11, 1912.

EDITOR TRAIN RULES DEPARTMENT:
Order No. 24: "Extra 767 west hold main track meet No. 32 at B meet No. 34 at C." Will No. 34 have to take siding at C on the above order? M. J.

Answer: No. 34 must take siding at C for the extra. For full explanation see answer to "A Reader," which appears on page 77 of the January JOURNAL.

MCCOOK, NEB., Dec. 27, 1912.

EDITOR TRAIN RULES DEPARTMENT:
C is the end of double track and a register station. Engine 18 is working extra between C and D with right over all trains. The following order is issued: "Order No. 10. Engine 74 run extra A to D and meet work extra 18 at C." When extra 74 arrives at C, at 5:10 p. m., it finds that the work extra has registered into C at 3:40 p. m. What shall extra 74 do? Its running order was given at 4:50 p. m. Div. 623.

Answer: Work extra 18 with right over all trains between C and D has full authority to use the main track against all trains and the order does not permit of any train entering the limits as long as the working order remains in effect. The making of a meeting point between extra 74 and the work extra at C was not necessary. Under the conditions of the work order extra 74 cannot enter the working limits unless the work order is annulled or until it expires by limitation of time.

If the work extra had not held right over all trains and extra 74 had been given an order to meet the work extra at C, extra 74 would be required to actually meet the work extra at C before it could proceed. In other words, the registering of a work extra into a station is not sufficient to fulfill a "meet" order. A meet order can only be fulfilled by the presence of both trains at the meeting point.

HAMLET, N. C., Dec. 23, 1912.

EDITOR TRAIN RULES DEPARTMENT:
Even numbers represent eastbound trains. Eastbound trains are superior to westbound trains of the same class. The following order is issued: Order No. 12. "No. 2 meet No. 1 at B. No. 2 pull down and back in." Order No. 15. "No. 2 meet No. 1 at D instead of B." Will No. 2 pull down and back in at D? Div. 435.

Answer: Orders once in effect continue so until fulfilled, superseded or annulled. Any part of an order may be either fulfilled, superseded or annulled. It follows that when a part of an order is either fulfilled, superseded or annulled, that the balance of the order continues to remain in effect. In the present case, if that part of order No. 12 which directs No. 2 to pull down and back in is not to remain in effect at the meeting point at D, then it must be superseded or annulled under Standard Rules. Parts of orders should never be permitted to go unheeded simply because some other movement in the order has been superseded.

CHICAGO, ILL., Jan. 5, 1913.

EDITOR TRAIN RULES DEPARTMENT:
Train No. 22 is scheduled from A to Z, but in order that the train may get an early start the dispatcher ran the train extra from A to D. An extra train was started in the opposite direction from H to B expecting that the extra would meet No. 22 at E or F, but the southbound extra made better time than expected and dispatcher found that he could get the train beyond D for extra 60 (No. 22's train) and gave the following order: "Extra 60 north has right over extra 42 south but will wait at C until 9 a. m. for extra 42 south."

Northbound trains are superior by direction, and because of this many think that the order is improper and unnecessary because of the words, "extra 60 north has right." They claim that the order should have simply directed the extra to wait at C until 9 a. m. for extra 42. Div. 404.

Answer: There is no superiority between extra trains except the superiority which is created by train order. That is to say, an extra train does not have to

protect against opposing extra trains unless directed to do so by train orders. The fact that the time-table makes trains north superior to trains of the same class moving south does not affect extra trains except that a southbound extra must take the siding at the meeting point with a northbound extra. This for the reason that extra trains have no class, and superiority of direction is confined to regular trains. The order was entirely proper and necessary. An order directing extra 60 to wait at C until 9 a. m. for extra 42 does not make extra 60 superior to extra 42, and therefore does not furnish the proper protection between the trains.

JERSEY CITY, N. J., Jan. 2, 1913.

EDITOR TRAIN RULES DEPARTMENT:

At 11:45 p. m. December 29, the conductor reports for orders for a train which is due to leave its initial station at 12:05 a. m. December 30. Can the dispatcher clear this train on a clearance card dated December 29? In other words, can the dispatcher issue a clearance card for a train which is not yet alive?

Drv. 410.

Answer: Yes. It is entirely proper for the dispatcher to issue a clearance card at 11:45 p. m. December 29 to clear a train which is due to leave its initial station at 12:05 a. m. December 30.

The date of a clearance card does not matter so long as the date and time are such that it is plain that the clearance card is intended for the train of the date to which it was delivered. Had the clearance card been issued at 12:01 a. m. December 29, the conductor might have properly refused it, because at that time the train of that number for December 29 had not left its initial station and naturally it would apply to that train; but being issued more than 12 hours after that train was due to leave its initial station on December 29 would insure that it was not intended for the train of December 29 as the train, if it had not run, would be dead, and the clearance in such a case would clearly apply to the train of December 30. In connection with this it is well to remember that the clearance card does not create the train, but simply clears it as provided by rule.

Automatic Safety Devices.

President Mellen of the New Haven has advertised an offer of \$10,000 to whomever shall first invent "an automatic device that will safely arrest an express steam locomotive that has passed danger signals." The proposition is qualified by the added condition that the money shall be paid only with the approval of the Massachusetts, the Connecticut and the federal railroad commission, and of one of three railroad companies, the Pennsylvania, the New York Central or the New Haven; and the railroad's approval may come as late as December, 1915. Mr. Mellen will probably get plenty of responses to his offer. The first inventor of a device meeting this specification may be hard to find, as his invention appeared 25 years ago. The device was described in a catalogue of the Union Switch & Signal Company issued in 1889 (page 284), and the name of the inventor was modestly omitted. Another efficient device has been in use on the Boston elevated for ten or a dozen years, in the New York subways eight years, and in the London subways about three years.

The cab signal of the Great Western Railway of England has been used with entire success to stop steam locomotives without the intervention of the runner.
—*Railway Age-Gazette.*

Railroads to Test Automatic Stops.

It is stated that managements of several of the large railroads operating out of Chicago have agreed to unite their interests in testing the automatic train stop device. Several heads of the big systems are quoted as saying that they recognize some form of automatic stop, or control of trains, independently of human agency, must be adopted. There are many patented automatic train stops, but only a few of these have been tried in practical train operation. The plan proposed by the managers is for the railroads entering Chicago to select some common ground and within a period of six months or a year test each of the devices that show any merit on their face.
—*Railway and Engineering Review.*

Railroad Gleanings

4,000 Shippers for Sane Railway Policy.

The Railway Business Association has made public a list of 4,000 business firms, representing shippers of 44 States, who have signed, at the suggestion of the Association, a declaration favoring a policy which will permit the railways "adequate revenue to meet existing obligations and to attract capital for necessary improvements and extensions." The list of signatures was sent out with the annual report of the general executive committee of the Railway Business Association, which latter is comprised of manufacturers of railway materials and equipment, contractors in railway construction and dealers in miscellaneous railway supplies, organized to promote conciliation between the public and the railways. The declaration to which the 4,000 shippers subscribe is as follows: "The undersigned shippers and receivers of freight, in our own interest, respectfully urge a policy toward railways which, while emphasizing the necessity for their regulation to prevent discriminations and excessive charges; to safeguard life and to promote the convenience and comfort of the public, will: Give careful heed to the promotion of their prosperity and growth; ascertain in considering enactments compelling expenditures that they possess the resources to meet such outlays without injury to efficient service; provide that in all adjustments of rates adequate revenue shall be insured them to meet existing obligations and to attract capital for necessary improvements and extensions.—*Railway and Engineering Review*.

Higher Rates for the Railroads.

The railroads in the United States and in England are subject to government supervision, and because of advanced cost of conducting the business of transportation they are asking in both countries for the privilege of advancing rates. Here in the States the subject is left to the Interstate Commerce Commission. We are not advised as to the authority of the

Board of Trade in England, but considering the following "Bill" offered in the English House of Parliament, we assume the authority rests there. We append the "Bill" as presented in the *London Railroad Review*.—EDITOR.

TEXT OF RAILWAY BILL.

The Railways (No. 2) Bill introduced in the House of Commons by Mr. Sydney Buxton, is described as "a Bill to amend Section 1 of the Railway and Canal Traffic Act, 1894, with respect to increases of railway rates or charges made for the purpose of meeting a rise in the cost of working a railway due to improved labor conditions."

It provides that the railway and canal commissioners shall treat an increase of rate or charge as justified where, on a complaint with respect to any increase (within the maximum) of any rate or charge under section 1 of the 1894 Act, the railway company proves to the satisfaction of the commissioners:

(a) That there has been a rise in the cost of working the railway resulting from improvements made by the company since August 19, 1911, in the conditions of employment of their staff; and

(b) That the whole of the particular increase of rate or charge of which complaint is made is part of an increase made for the purpose of meeting this rise in the cost of working; and

(c) That the increase of rates or charges made for the purpose of meeting the rise in the cost of working is not, in the whole, greater than is reasonably required for the purpose; and

(d) That the proportion of the increase of rates or charges allocated to the particular traffic with respect to which the complaint is made is not unreasonable.

When passed, the Act may be known as the Railway and Canal Traffic Act, 1912, and shall be read with the Acts of 1873 and 1894. Beyond the title clause the Bill has only one clause, with the four sub-sections given above. The Bill is presented by Mr. Buxton with the support of the Chancellor of the Exchequer, the Attorney-General, and Mr. J. M. Robertson.

Efficiency Plans.

Henry Carter Adams, until recently in charge of statistics for the Interstate Commerce Commission, who has taken charge of the New York Central's new bureau of efficiency, outlined his plan for testing Louis Brandeis' theory of scientific management. Professor Adams said in part: "I believe the railroad is a public servant. The railroads are eager to answer for themselves the questions which Mr. Brandeis raised in the rate cases. There has come up recently a new generation of railroad presidents, Willard of the Baltimore & Ohio, Brown of the New York Central, and Ripley of the Atchison. These men have the business idea of railroading. They know perfectly well that the financial stability of the Harriman lines was brought about by the work done in the office of Julius Kruttschnitt.

"Realizing that public control is going to be more and more enforced, the railroads want to be in a position with reference to a knowledge of themselves, from which they can reveal the defects of any proposed regulation based on injustice or unreasonableness. The railroads know that they are going to be subjected to an even greater measure of public control than they now experience, and they want to now insure the reasonableness of that control.

"The railroad is a public servant; but no servant serves whose services are not wanted. To my mind a reasonable rate is one that insures a fair return to the poorest railroad that the public needs. Tax it off and divert this surplus into the public treasury. The public is a partner in the railroad business, and is entitled to just as definite a share in the railroads' earnings as a stockholder. When a railroad finds itself at the end of the fiscal year in a position to pay interest, declares a dividend, and still has money on its hands, to whom does that money belong? I say it belongs to the public. No definite percentage, such as 6 per cent, or 7 per cent, can be stated at this time as a reasonable return for a railroad. For one railroad a profit of 6 per cent would be large; for another,

small. There is no typical railroad, any more than there is a typical man."—*The Railroad Record*.

Finley J. Shepard Assistant to Pres. Bush.

Believing that there is an impression that Miss Helen Gould, the philanthropist, had used her influence to favor Mr. Shepard, because of personal interest which developed in the announcement of an engagement and marriage, we give the following from the Publicity Department of the Mo. P., which indicates that Mr. Shepard has a lot of push himself, and evidently won on merit.

ST. LOUIS, MO., Nov. 30.—A circular issued by President B. F. Bush announces the appointment of Mr. Finley J. Shepard to be assistant to the president on the Missouri Pacific-Iron Mountain system in addition to his present duties as assistant to the president on the Denver & Rio Grande. The appointment is effective December 1.

Finley J. Shepard is a native of Connecticut. He entered the railroad service in 1889 in the general offices of the Northern Pacific at St. Paul. After he had advanced to the position of assistant general manager of the Northern Pacific, he left the road in 1901 to go to the Atchison, Topeka & Santa Fe at Chicago. The following year he was made general superintendent in charge of the Coast lines of the Santa Fe, with headquarters at Los Angeles. Mr. Shepard remained in this position for three years, when he left to engage in private business in a line which kept him in close touch, however, with railroad affairs. In June, 1911, he came to the Missouri Pacific-Iron Mountain as assistant to the first vice-president in charge of operation. When Mr. Bush, president of the Missouri Pacific-Iron Mountain, was also chosen to head the Denver & Rio Grande in January, 1912, Mr. Shepard was selected as his assistant on the latter road, and has filled that position since.

Few men in the railroad business have had as thorough a training in that work and are familiar with as many different departments as Mr. Shepard. His experience has been extensive and rigor-

ous. While he has been more in the operating department, on every branch of which he is thoroughly posted, he has also had most advantageous schooling in the accounting, treasury and traffic departments.

Automatic Stop Difficulties.

PITTSBURGH, PA., Dec. 25, 1912.

To the Editor of the Railway Age-Gazette:

That \$10,000 offer for an automatic stop, noted in your issue of December 20, page 1169, was, indeed, an "easy one." You might well have used even stronger language in showing how far behind the times that 15-word specification is. Signal engineers are acquainted with at least a dozen devices that would answer that requirement. You might also have used more emphatic language in your statement of the elements of the real automatic stop problem. Unfortunately, the devices which meet the requirement in that advertisement, when we take the specification literally, cannot be depended upon to work with that certainty and reliability which is required in a device which, to serve the purpose, must operate invariably.

But lack of mechanical certainty is only one of the reasons why, up to the present time, a stop that will satisfy the requirements has not been produced. Several of these stopping devices may work with a fair degree of regularity, but experience has shown that devices of the kind are apt to fail when they are most needed to check the action of the engineman. The road using such devices would, in the event of a failure of the device to work, be in the position of having provided at great expense a reputed "safety device" without really increasing in any reasonable degree the safe movement of its trains.

Under the varying conditions of service and the peculiar construction required by this class of apparatus, several of the train control devices have to be provided with a hand release, placed in the cab of the engine, convenient to the hand of the engineman, to permit him, when necessary to do so, to cut out the stopping device and release the brakes,

allowing the train to proceed. Then the assumption is that the engineman may safely be depended upon not to "press the button" and release the brake when there is danger ahead; but experience has shown that the engineman cannot be relied upon to operate the release only when there is no chance of an accident resulting.

Under this general condition accidents are to be expected, notwithstanding an expensive device may have been installed. "Familiarity breeds contempt" is an old saying; and when, in addition, an engineman "gets the habit" of working the release, dependence for safe working cannot be placed on a train control or automatic stopping apparatus using a device of the kind as a necessary or permissible part of its equipment.

Then, again, the stopping devices that have been developed to the highest degree of efficiency require the use of the overlap, with its restriction of the capacity of a track measured by the number of trains that may be run in a given time; with the consequent complications of the signal apparatus and controlling circuits, and with the objectionable operating methods or practices which must be followed at interlockings. To be successful, from an operating standpoint, the train control device should work with safety and reliability without requiring the use of the overlap.

It is the opinion of many experienced signal engineers that the conditions which will be found necessary in the operation of trains when an automatic stop is in use will prove to be so difficult that but slight, if any, additional protection may be expected or will be secured by the use of the stopping device. Great difficulty will be experienced in maintaining the train control apparatus in perfect working order; and with the difficulty, if not impossibility, of securing reliable working with a device requiring a hand release in the cab, to be operated at will by the engineman, the advantages of being able to stop a train in a few (rare) instances will be more than offset by the increased hazard in every-day operation. It is hoped the New Haven will revise its

specification, stating more clearly and exactly the conditions as to permissible restrictions of traffic and the requirements essential to reasonably complete protection to be met. This side of the question must be fully dealt with before a train control device can be agreed on which can be considered as working with that degree of safety and reliability which will warrant its installation on the tracks of a trunk line railroad. C. S. N.

Interesting Division of Fatal Accidents.

Commissioner C. C. McChord, of the Interstate Commerce Commission, in an address at the Co-operative Safety Congress of the Association of Iron and Steel Electrical Engineers at Milwaukee, Wis., on October 1, gave figures showing that in the 20-year period 1890 to 1909, inclusive, fatalities to trespassers constituted 53.09 per cent of all the fatal accidents on the railways of the United States. He pointed out that the total number of persons killed was 163,171, and that of these 86,733 were trespassers. The Interstate Commerce Commission has given no figures regarding trespassers killed in 1910, but its statistics show that in 1911 there were 5,284, or 52 per cent of the total fatalities. Therefore, the proportion of trespassers killed to the total persons killed is being maintained. . . .

Fourteen people were killed yesterday while trespassing; 14 will be killed today; 14 will be killed tomorrow—if the record of recent years is being and shall be maintained. It is not often that as many as 14 passengers are killed in a wreck; but every bad wreck causes numerous investigations and reports, often resulting in orders by commissions or legislation. The greatest number of passengers ever killed in a single year from all causes was in 1907, when they numbered 610; and even in that year the number of trespassers killed—5,612—was over nine times as great as the number of passengers killed. In 1911, the last year for which we have complete statistics, the number of passengers killed was only 356 and the number of trespassers killed 5,284, or 15 times as great.

And yet newspapers agitate, commissions issue orders and lawmakers legislate to reduce accidents to passengers, and almost no one in a position of public authority does anything to reduce the slaughter of trespassers. The number of employees killed on railways is vastly too great, but it is not nearly as large as the number of trespassers killed. During the last 10 years the number of employees killed has been about 33,000, and the number of trespassers killed has been about 52,000. . . .

There will be 41 legislatures in session this winter. Isn't it about time that they should do something about this great American crime of railway trespassing, with its terrible results? And after the legislatures have acted—if they do—what are other public officials going to do about the matter?—*Railway Age-Gazette*.

[Here is a chance for J. O. Fagan, organized labor's opponents' hired man, to tell what caused the trespassers to get on the track, and why they did not get off, instead of getting killed. He knows as much of cause and effect in this case as he does of the cause of wrecks. We like the suggestion that the 41 legislatures take up this subject and adopt some regulating law that will stop trespassing. Killing trespassers is a horror to engineers, and we hope they will use all their influence to help pass good laws. We would also suggest that every State be required to list every accidental death in the State, with cause. If that were done the railroad casualties would dwindle into insignificance in comparison, large as it is, and mistakes among railroad men would not look like the heinous crimes some try to make them, because the railroads are quasi public.—EDITOR.]

Census of the World's Railways.

The recent census of the railways of the world upon which a report has just been made shows that there are 625,698 miles of railroad in the whole world. This does not include street railways, trolley lines and other light structures. The mileage on each continent is given as follows: Europe, 204,904; Asia, 61,800; Af-

rica, 20,809; North America, 277,015; South America, 42,329, and Australia, 18,849.

This shows that of the total mileage, 54 per cent is in the New World. North America alone has 10,000 miles more than Europe and Asia combined, which latter two have 1,250 million population as against 115 million in North America.

More than half the railways of the world have been built since 1886—an average of 13,000 miles a year.

This rate of growth is shown to have been on the whole comparatively stable during the latter years. The increase was 14,141 miles in 1909 and 62,800 for the four years ending in 1909. Even these figures do not adequately show the enormous consumption of capital, for in this country of late years, as well as in Europe, much more has been expended in improving existing railroads than for additions to mileage.

During the last year more railway has been built in Asia than Europe, and in four years nearly as much. Asia, British India, and Ceylon has more than half the mileage, but Russia has just opened a line 1,258 miles long in Central Asia. China has 5,288 miles of railway and 3,000 of it was built in the last four years. Japan, with the lines it has built in Corea, has little more than China.

In Africa there is notable activity. In the older civilized parts of the north the additions have not been great, but in the British South Africa union the recent increase in mileage has been 2,729, and it now has more railroads than any other two countries on the continent.

In North America, Canada and Mexico have increased their mileage proportionately more than the United States, but the mileage in this country was already so great that a small percentage made a great amount.

In South America the 8,237 miles added in the last four years is an increase of 24 per cent. Central America and the West Indies are reckoned with South America. Argentine Republic has more than a third of the railways of South America.—*The Railway Record*.

Safety Committees on the Pennsylvania.

The Pennsylvania Railroad has not made much use of trumpets in connection with its safety committee work; but the committees' doings have been highly effective, though quiet.

At a recent meeting of the employees of the New York division at Jersey City the number present was about 1,300—all that the hall would hold. Three hundred who came to the meeting had to be turned away. It is not every railroad division that could furnish 1,300 employees, off duty, to attend a meeting on a single evening and without running any special trains. The New York division is an institution of considerable magnitude in itself.

The safety committee on this division has no officer of the company on it. The chairman, J. O. Young, is a locomotive engineman. Superintendent J. B. Fisher, however, was the leader at the Jersey City meetings and it is evident that any employee who thinks that because the committee has on it no officer of the company the work does not receive the support and attention of the officers finds that view mistaken. On the other hand, a committee composed wholly of men taken "from the ranks" is in a position to disarm the suspicions of those who may think that the committee work is managed too exclusively as an affair of the "bosses," without a sympathetic regard for the workmen.

Mr. Young uses a camera and spends a large part of his time on the committee work. Another member, also a locomotive runner, H. J. Fackenthal, also gives a large share of his time to this work. Mr. Fackenthal gives most of the lectures, having special qualifications as a speaker. He is not exactly what would be called a "spellbinder," but is a man who, unlike many railroad men, takes pains to put into the most effective form whatever he has to say.

The material of the lectures or talks on this division is in general the same as that used by committees on other roads heretofore noticed in the *Railway Age-Gazette*. As elsewhere, the camera and the stereopticon screen are prominent

features. Mr. Young uses the stereopticon for abstract as well as concrete discussions. He shows on the screen some of the rules of the standard code, and also extracts from the time-table rules. The first two paragraphs of the "general notice" in the standard code have been taken as the text of a little lecture which has proved profitable with all classes of employees. Rule G, prohibiting the use of intoxicating liquors, is emphasized in this way. Other rules which have been put into lantern slides are numbers 15, 27, and 102. The special instructions accompanying the time-table of the New York division fill 60 pages, not to mention 50 more pages containing illustrations and diagrams of block and interlocking signals, and many of these rules are used on the screen to give point to admonitions or advice of the lecturers. To get a thousand men to read the same rule at the same time has an effect that most people do not appreciate until they see the thing done.

In their talks to the men on the observance of fixed signals, the members of the New York division committee are making use of the signal instruction car, a car specially fitted up to explain signal aspects and containing, on a long table, a continuous diagram of the road, by means of which the explanation of peculiarities in local conditions is made easy.

—*Railway Age-Gazette.*

A Story to Help Sell Stock.

D., L. & W. RY. CO., OFFICE OF GEN. SUPT., }
 SCRANTON, PA., DEC. 27, 1912. }

Locomotive Engineers' Journal.

GENTLEMEN: We have submitted to several engineering papers for publication statement as per copy below, concerning an arrangement made by this company with the International Signal Company to install their apparatus at one of our signals in the state of New Jersey for test purposes. I send you copy of the article, thinking you may care to publish it in your journal for information of locomotive engineers who may be approached on the subject:

"The attention of the management of this company has been called to a bulletin, No. 16, issued under date of

December 9, 1912, by the International Signal Company of 104 West 42d street, New York City, addressed to the stockholders of that company, the first paragraph of which bulletin reads as follows:

"It gives us great pleasure to announce that the officials of the Delaware, Lackawanna & Western Railroad have closed an agreement with us to make such an installation of our new automatic train stop on that great system as will comply with the requirements of the Block Signal and Train Control Board of the Interstate Commerce Commission; and we are now hard at work getting new machines built to make this installation."

"The bulletin closes with an appeal to the stockholders to buy some of the treasury stock of the company, and to secure subscriptions to the stock."

"The information contained in the first paragraph of said circular, as also throughout the entire circular, is grossly misleading as to the arrangement the above named Signal Company has made with the D., L. & W. Railroad Company. Briefly stated, the arrangement is as follows:

"After an examination of the mechanism of their device, as shown in a model in the office of the Signal Company, this company on November 8, by letter authorized the Signal Company to install one of its signals on a branch line of our road, the mechanism for the test to be put on a single engine; this to be done solely at the expense of the Signal Company, the railway company's officials and employees to render the necessary assistance in making the installation and in conducting tests. Up to this date the apparatus for this single signal has not been furnished, we being advised that the Signal Company is busy in its shops making up parts for the apparatus, and does not expect to have it completed ready for installation before January 1st.

"This information is given to the public as, from inquiries our company has had from different sources, it is evident the Signal Company is securing subscriptions of stock from railroad employees, based on the misrepresentations contained in their bulletin above referred to.

G. J. RAY, Chief Eng.
 D., L. & W. R. R. Co."

The Journal

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CHARLES H. SALMONS - Editor and Manager

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THE GARDNER  PRINTING CO.
CLEVELAND, OHIO

FEBRUARY, 1913.

Strike on Bangor & Aroostook Railroad.

In January, 1912, Vice-President Todd was requested by Mr. Stewart, chairman of the General Managers' Association, to join with the other managers of roads east of Chicago to become a party to the concerted movement as requested by the engineers employed on the Eastern roads. Mr. Todd refused. Later he was again requested to join in a similar movement for the firemen and again he refused.

On December 19, 1912, a schedule was presented to General Manager Stewart by the engineers and firemen employed on the Bangor & Aroostook Railroad. The rates submitted by the engineers were the same as those given by the arbitrators on the Eastern Award. General Manager Stewart stated he could not give or consider any increase. On December 20, 1912, the joint committee appealed to Vice-President Todd and he positively refused to grant one cent of increase. On January 4, 1913, the committees rep-

resenting the engineers and firemen, accompanied by their Grand Officers, held another conference with Vice-President Todd and General Manager Stewart which resulted in Mr. Todd stating that the company would not grant one cent of increase. The Grand Officers representing the organizations then proposed mediation or arbitration under the Erdman Act. This was done for the purpose of bringing the matter to an amicable termination and to avert, if possible, extreme measures being resorted to. This proposition was turned down flatly by Vice-President Todd.

Then, by unanimous vote of both committees, the entire matter in dispute was placed before the engineers, firemen and hostlers for them to read and say by their vote whether they would support the committee to the extent of a strike, if necessary. The men voted unanimously to support their committee in the position they had taken. After the strike vote had been counted, the committee and Grand Officers held another conference with Vice-President Todd on January 10 and he was informed of the result of the vote and the position taken by the men employed on the system. He again made a flat refusal. The Grand Officers again proposed mediation, which was rejected by Mr. Todd. They then appealed to the president and were informed that he could not meet them before January 16. In the meantime, Mr. Todd was very busy shipping in strike-breakers and having new men learn the road.

In an effort to avert trouble, a telegram was prepared and forwarded under date of January 13 to the Hon. Martin A. Knapp, presiding judge of the Commerce Court, and Hon. Chas. P. Neill, Commissioner of Labor, asking them to use their good offices to bring about mediation between the company and the engineers under the Erdman Act.

This was signed by Bro. L. G. Griffing, Assistant Grand Chief Engineer, B. of L. E., and P. J. McNamara, Vice-President B. of L. F. & E. They received acknowledgment of receipt of the message and were notified by Judge Knapp and Hon. Chas. P. Neill that Mr. Todd

declined to mediate under the Erdman Act.

On Thursday, January 16, a conference was held with President Holland, who declined to grant the requests of the engineers and firemen, and also declined to have the matter submitted for mediation under the Federal Act.

There was nothing left for the men to do but to recede from their position or leave the service of the company. Accordingly permission was given and the men went on strike Saturday morning, January 18, 2 a. m.

On going to press the strike is still on and the men are standing firm—not a single desertion from the ranks. All freight business is at a standstill and but few passenger trains moving. Business men and others are offering support to the men on strike.

Wrecks and Discipline.

We are in receipt of a number of clippings from *The New York Times* and *New York American*, through the courtesy of Bro. Paul Marshall, member of Div. 269, Long Island. In these clippings *The New York Times* takes occasion to throw a brick at organized labor, and has hunted out the tower man, J. O. Fagan, who some years ago had a grouch because he could not get a job of superintendent over the head of someone longer in service than he; at all events, seniority seemed to be his leading hobby, and, of course, the enemies of organized labor, particularly in railroad service, were glad to accept any kind of a screed from a man who could pose as a laboring man—even a tower man, who learns what he knows of railroad life and its defects from what he may see from his tower in some yard limits. His "Confession of a Signalman" was no confession at all, unless expressing his disappointment that someone did not discover his talents and promote him down out of the tower. The whole series of his letters, constituting an effort to help our enemies discredit and possibly destroy our influence as a means of self help and protection to our common interest, seniority, and the rule

in our contracts that provides for a trial and proof of guilt within a reasonable time if one is discharged or suspended, furnished almost his whole theme; and out of this he undertook to condemn all the railroad orders and to defend railroad officials from blame because the organizations would not let them do all the things they wanted to—among them, pick out some of the bright minds and put them in all the good places, regardless of what their experience had been.

The following is a *Times* editorial introducing the subject of the letter of Commissioner Clements and James O. Fagan, the tower man:

"The letters to the *Times* from Interstate Commerce Commissioner Clements and James O. Fagan agree at one point, and that is that something must be done to check the steady increase in railroad train wrecks. The Interstate Commerce Commission reports the increase, saying that the fault can hardly be that of negligent employees, since by running past signals they take their lives in their hands.

"But they do run past signals, Mr. Fagan responds, and they do lose their lives. More than that, their negligence results in the killing and maiming of passengers. Mr. Fagan wrote his 'Confessions of a Railroad Signalman' some four years ago, in which he said that the railroads no longer inflicted punishment upon employees by fines and public dismissal. Instead, the careless men were coddled. Attempts at discipline by a railroad superintendent were promptly checked by the grievance committee of the men with the open or tacit threat of a strike. Instead of fine or dismissal, a system of demerit marks had been substituted that would not hurt any employee's feelings.

"The Interstate Commerce Commission looks now to the perfection of safety devices that would save engineers, passengers, and trains that run by signals. Mr. Fagan says this would not only weaken responsibility and sap character, but it would be ineffective. As safety devices have multiplied accidents have multiplied.

"In the interest of harmony between railway managers and the unions the safety of the traveling public has been sacrificed. Commissioner Clements says in his letter that the Commission has been investigating railroad accidents 'only about a year and a half.' Has the Commission ever inquired at all into the methods of discipline obtaining between the railroad managements and their men?"

Why should the Commission waste

time on such an investigation? Why don't they ask Fagan? Fagan says:

"Of course, as the Commission argues, it can't be imagined that employees deliberately ignore disciplinary measures which are necessary for their own safety; but those of us who are on the firing line understand that the question of the employees' own safety enters into the problem of railroading very much as it does into the business of the driver of an automobile. Now, in order to correct or discipline the driver of an automobile no one, so far as I know, has yet proposed a fender on the machine to let victims down easy."

Here is a confession that Fagan does not see all things, even from his high altitude, the tower, for there is such a thing as a fender for automobiles, see page 38 January JOURNAL, and it ought to be in common use, for automobiles are killing more people than the railroads.

But apart from that, says Fagan:

"I would like to let this question of discipline be settled by the conduct or example of the Commissioners themselves in other directions. For example: I would like to know just what the Interstate Commerce Commission thinks of a manager when a wreck takes place on the railroad and many lives are lost. From my point of view the manager receives a terrible blow, not only to his reputation, but to his sympathies as a human being. Just as an employee goes to work to do the best he knows how to avoid an accident, so the manager does his best in his line. In the correction either of the employee or the manager it seems to me the same method of discipline ought of necessity to be applied. Now, as an actual fact, the Interstate Commerce Commission takes these managers and disciplines them for their shortcomings to the utmost limit of the law, persistently and inflexibly, and this discipline holds these managers up to the censure of public opinion—it fines them, and it now threatens them with imprisonment. It seems to me if the manager is no more and no less human than any other employee, that the Commission should look upon both cases from the same point of view."

That is a fine appeal to the Interstate Commission to be good to the managers, not to discipline them severely or arrest them, because when anything happens "the manager receives a terrible blow, not only to his reputation, but to his sympathies as a human being."

Fagan's sympathies are commendable;

but why all this sympathy for the manager and expressing at the same time regret because the employees are not subject to some rigid discipline, such as fines, discharge and imprisonment?

Fagan says it is wrong from the foundation to waste money on devices for automatically stopping trains, and that the correct principle is to endeavor to constantly cultivate a sense of duty and of responsibility, and not to destroy it. You see he only applies this principle to the employee. He wants the engineer held to a strict accountability; that it is a mistake to remove any of his sense of responsibility by installing any improved safeguards, and that these safety devices do not increase efficiency.

Who pays him for writing his one-sided opinion and for advertising Fagan as a great exponent of the inner knowledge of the influence of organized labor we do not know, but evidently some factor which objects to the existence of any factor which can interfere with the right of the employer to fix such conditions as he pleases and put the responsibility for anything reprehensible which comes from it upon those who accept service.

The employees in railroad service are entering into every effort that is put forward to eliminate accidents, and there is no class who suffers more from mistakes, defective machinery, signals and tracks, and they deserve some of the extraordinary sympathy that Fagan gives to the railroad managers. However, Fagan's opinions are only of the kind that are made to suit those who pay for them, and, like *The Times*, by editorial reference get the attention of the public.

His statements do not deserve the space we have given to the subject, and *The New York Times* would do a vastly more commendable thing if it would give space and editorially call attention to such matter as the following from Cleveland ministers. The Rev. Frank Houser, Trinity Baptist Church, said:

"I do not think the sin of this age is drunkenness or pleasure. They are sins that are reaping fearful harvests; but they are not so to be dreaded as the love of money."

"There is something wrong with a country when it is possible for any body of men to subject the lives of their fellows to starvation and through that power coerce them into servitude and slavery. Men otherwise truthful and honest have lost that virtue which was most potent 50 years ago, and with brazen effrontery write of the dishonorable and illegal methods employed to make them gainers of the wealth of the nation or political power in the country."

Rev. George Hugh Birney, pastor of the Euclid avenue Methodist Church, preached on "One Thousand Dollars for a Soul."

"Maude Le Page has opened wide the doors of tragedy behind which working girls by the thousands daily are forced to barter their immortal souls for what they cannot otherwise obtain, and yet must have. The below-living wage, the labor of over-hours, are conspiring to enslave the souls and bodies of a million girls to whom the world has become 'but a weary workshop,' the only outlet to which leads downward."

Now we are going to give J. O. Fagan a problem and request him to tell how to effect a cure without organizing a force to get rid of the billygoat and the skunk, which is the business end of organized labor in commerce.

A certain divine says: "What would you think of a man who tried to haul a load with a team composed of a mule, a billygoat, a bumblebee and a skunk? That's the kind of a team every pastor has to get along with in church. Every church contains a kicker, a butter, a stinger, and a stinker. The pastor may be able to get his load to heaven but he will never be able to get his team in."

Fight Evils with Whip.

From down in Dalton, Ga., comes the statement that a band of night riders are whipping both men and women who are not doing the right thing. One man was whipped because he conducted himself unbecomingly; two other men because they were unkind to their wives; and two women on the ground that they cared more for other men than they did for their husbands.

If this kind of moral regeneration should be extended to all sections the

demand for whips would create a trust in their manufacture, and if the whipping extended to employers who, taking advantage of supply and demand, worked people long hours at starvation wages and consequent immoral tendencies, what a consternation it would create! But it would be more justified than the cause given by the night riders in Georgia, for the moral effect would reach thousands with comparatively few whippings.

The United Press report says that 200,000 garment workers are demanding better wages, better fire protection, better sanitary working conditions and shorter hours, and that the employers of 25,000 of them will concede conditions asked if the whole 200,000 can be induced to go on strike. This means that the other employers will do nothing they are not compelled to do, which shows the great need of the night riders of Georgia with their moralizing whips, or that all the garment workers join the organization their work represents so that they can demand decent working conditions and the moral upbuilding of their class and, as they cannot wait for the night riders, every lover of justice will wish that the organization may be strong enough to demand decent conditions, but in contemplating the condition, one must naturally wish that the Georgia riders might get to some of the worst employers and give them a lesson in moral rectitude, for they are the kind Christ drove from the temple.

Where Organized Self-help is Impossible.

There are conditions in the commercial world where organization seems impossible. In the large cities where there are thousands of large families, the heads of which possess limited earning power, the children necessarily become competitors in the market of labor, and some employers, willing to take the greatest advantage of their needs, all others are, or think they are, obliged to take the same advantage of the necessities of the poor and helpless, and the wage condition leads to moral degradation, as evidenced by many of the recent investigations, and the public is becoming aroused to

the immoral and degrading tendencies of employment where it is ruled by the principle of supply and demand, and the Inter-Church Federation, of Philadelphia, Pa., has published a form of warning to girls intending to seek work in cities, "that they should not accept a place unless they are assured of a weekly income of at least \$8.00 in any service other than domestic. That they cannot live respectably on less than \$7.50 per week, making no allowance for sickness or loss of employment."

The average for this class of workers does not exceed \$5.00 per week, and it is hardly necessary to tell what the evil tendencies are or the opportunities for the white slave traffic.

Professor Henry R. Seager, of Columbia University, at the meeting of the Association for Labor Legislation and the American Economic Association held in Boston on January 28th, declared that under existing conditions employers would continue to underpay home workers and store girls unless the legislative powers establish a minimum standard of pay for different industries. And we would like to ask the O'Fagans and other and wiser opponents of organized labor to tell what influence other than organized labor could or would try to get such a law on the statutes, either government or state; and we would suggest that they tell the public what factor of society it is who are making the complaints of immoral tendencies, securing investigations of conditions of labor, many of them shameful. They must, of course, acknowledge that it is that class of labor which is organized and, consequently, able to secure a hearing.

The laws for the safety to life and sanitary conditions in the factory and shop are due entirely to their initiative, assisted by those in official place or morally interested helping while organized labor exercises its influence with tongue and vote.

If they had accomplished nothing but this it would redound greatly to their credit, but they have done vastly more for their class and for society as a whole by creating opportunity for education,

moral upbuilding, decent living wage and better citizenship, in spite of all their detractors.

Journal Subscriptions.

The year 1912 evidently found our members too busy to do any soliciting for subscribers for the JOURNAL. Our premium ought to be sufficient inducement for an effort to get subscribers if there was no other reason. We have just renewed our arrangement with the Ball Watch Co., and we can unhesitatingly recommend the watches, and they contain a value which at the retail price of the watches gives the solicitor 70 cents worth of watch for each subscriber obtained, and we hope for better results for 1913 than 1912 in the number of outside subscribers.

Concerning "Workmen's Compulsory Compensation."

A printed circular "to the Membership of the Railway Brotherhoods of the United States: a statement by the Chairman of the Legislative Board representing organized labor in Texas," issued over the name "C. F. Goodridge, Chairman," purporting to briefly set forth objections, and advising opposition to the Workmen's Compensation Bill now pending in the House of Representatives, has been brought to our notice and we desire to show, in a few short paragraphs, the absurdity of some of these "objections."

Attention is especially called to "one condition, which is so plainly outlined in the bill before Congress and that is the fact that the burden of proof, by this bill is shifted to the injured, . . . while the present Federal Liability law places the burden of proof upon the employer." Neither the liability law nor the proposed measure makes specific mention of the "burden of proof."

The status of the litigants before the adjuster would be the same as before the court; applicant must prove his injury. However, the pending bill does give the employee an advantage not granted him by the Federal Liability law. The old defense rules of fellow

servant negligence, assumed risks, and defective appliances, are entirely abolished under the liability law; but "the fact that the employee may have been guilty of contributory negligence shall not bar a recovery, but the damages shall be diminished by the jury in proportion to the amount of negligence attributable to such employee." The proposed law deprives the company of even this slight defense, and only permits him to adduce evidence to show willful intent on the part of the employee to bring about the injury to himself or another.

It is objected that this is an "exclusive remedy," depriving railroad employees of the right to sue as now, while "employees of other than railroads engaged in interstate commerce may use as railway employees now do." True; but railroad employees would have the distinct advantage of the automatic workings and certain, fixed compensation of the bill, while employees engaged in other interstate commerce, if there be any such not coming under the scope of the law, are left at the mercy of the dilatory tactics of the damage-suit trust.

The circular complains that the employer, according to Section 4, is not required to pay compensation for the first 14 days of disability, but forgets to note that:

"This shall not be construed to reduce the length of time over which payment shall extend wherever specific periods are herein provided: *Provided, however,* That during said 14 days the employer shall furnish all medical and surgical aid and assistance that may be reasonably required, including hospital services."

By this provision a short period is prescribed during which the seriousness of the injury may be fully ascertained, the undesirable practice of maligning is headed off, and a great new legal right is granted the employee: the employer shall pay his doctor bill. Is that objectionable to employees?

It is asserted that Section 6 establishes "anew the old and iniquitous fellow-servant doctrine." *Negligence causing injury and willful intention to bring*

about the injury or death of himself or of another are very dissimilar phrases. Other countries having compensation laws draw the line at about "serious and willful misconduct or serious neglect." Section 6 only prevents an employee *who is drunk on duty from recovering* the benefits of the bill if his drunkenness is proved to have caused his own accident, and also prevents a *would-be suicide or murderer from recovering benefits*.

Unless there is good cause, the injured or his dependents would desire to give notice of injury as soon as possible; and emergencies are well provided for by the 90-day limit. Serving notice that injury has been suffered differs greatly from filing a suit. The two time limits are not analogous.

The writer of the circular seems to shy at the arrangement provided for in the bill by which a committee of adjustment, if agreed to by both parties, would be empowered to arbitrate differences in regard to compensation. It is surprising that "representatives of organized labor" should be so distrustful of their own ability to care for themselves. Certainly it is safer to entrust a committee of brothers selected singly for that purpose with a case than to permit an ambulance chaser to "settle out of court." The very basis of organized labor is submission to the action of its delegated authority. The individual member is now required to abide the awards of committees on demands for increase in wages or improvements in conditions of labor; the bill merely permits him to settle personal injury claims through similar machinery. English and German labor leaders are emphatic in their assertions that this system has not only been of great benefit to the injured by increasing the benefits paid and decreasing the litigation necessary, but also has materially strengthened their union organizations.

The circular explodes, "Great God! Is there no right of the injured or his dependents?" because the bill would permit a physician "furnished and paid by the employer" to re-examine the injured employee within the first two years. Why, certainly, "furnished and paid by the em-

ployer." It would be adding insult to injury to require the poor maimed victim of an accident to bear the burden of procuring evidence on both sides! He, of course, may also have a physician present; and is only expected to submit himself for examination at "reasonable times and places."

An answer to the trembling query: "Can an injured employee, or his dependents, get out of sight of the employer during these two years, without being in danger of having his compensation canceled?" A quotation from the well balanced and equitable Section 11 is sufficient:

"At any time before the expiration of two years from the date of the accident, but not afterwards, and before the expiration of the period for which payment of compensation has been fixed thereby, but not afterwards, any agreement, award, findings, or judgment may be from time to time reviewed by the adjuster upon the *application of either party after due notice to the other party* upon the ground that the incapacity of the injured employee has subsequently ended, increased, or diminished. Upon such review the adjuster may increase, diminish, or discontinue the compensation from the date of the application for review, in accordance with the facts, or make such other order as the justice of the case may require, but such order shall have no retroactive effect."

A slight misstatement in regard to Section 12 is used to create the false impression that "if the employer fails to file with the adjuster the agreement or with the modified agreement within sixty days, it will become void." Section 12 provides:

"That it shall be the duty of the employer to file, or cause to be filed, every agreement for compensation, or modification thereof, to which he is a party, in the office of the adjuster having jurisdiction, as hereinafter provided, within sixty days after it is made; otherwise it shall be *voidable by the employee or dependent*. *Provided*, That the employee or dependent who is a party to said agreement may file the same with

the same effect as though filed by the employer."

The circular attacks those sections creating the machinery for dealing with disputes. The provision for an adjuster was made to enable the employee to have his question settled in an *equitable manner, quickly, and with a minimum of expense to himself*. Constructive suggestions as to how this machinery might be improved will be given consideration, if it is thought there would be more litigation. The special committees selected to look after the injury claims of the members of the organizations would be able to see that suitable men were appointed adjusters. If there is dissatisfaction with his findings, provisions are made for an appeal to a jury, and from there to the Supreme Court of the United States.

A careful reading of Section 18 will convince the writer of the circular that here again is no return to the "fellow-servant rule;" for in no instance can procedure under its provisions in any way affect the total benefits to be paid the injured employee.

It is admitted that the \$100 maximum is insufficient; but if the railway employees would unite solidly for the enactment into law of the principle of workmen's compensation as outlined in the pending bill, the passage of an amendment increasing this maximum wage basis would be but a matter of request. The friends of the present bill are working to liberalize it in favor of the beneficiaries; the opponents of the bill are using the old "dodge" of trying to kill it with amendments providing for extravagant but alluring rates of compensation.

The circular neglects to point out the age limit for female children is twenty years, and not sixteen; and that even male children over sixteen will be provided for if they are unable to earn a living by reason of mental or physical incapacity.

This bill was not drawn by the Claim Agents' Association of the railroads, as is asserted in the circular. As a result of the pressure brought to bear upon Congress by the officials of the several

labor organizations interested, a joint resolution was passed, authorizing the appointment of a commission to be composed of two Senators, selected by the Vice-President, two members of Congress, selected by the Speaker, one representative of employers and one representative of employees, selected by the President. On the solicitation of the Chief Executives of the railway employees' organizations, D. L. Cease, editor and manager of the *Trainman*, was selected by the President; and he proved himself thoroughly competent to watch well the interests of the workers. Extended hearings were held, data was collected from the railroad companies, employee organizations, court records, and from foreign countries. A large force of government experts was employed to sift the figures secured from all these sources, and arranged the facts in systematic order and placed them at the disposal of the Commission. Testimony of the highest order was taken. The chief executives of the Railroad Brotherhoods, and other labor leaders of the United States, discussed the many phases of the question with the Commission. After careful study and research, a bill was drafted, and by the Commission. Changes were suggested, and many accepted. When the measure was in proper shape the executives of the railway organizations gave their sanction to the bill as being an embodiment of the principle of workmen's compensation as repeatedly declared for by the official conventions of the four employees' organizations. Subsequently, the B. of L. E. Convention, in May, 1912, ratified this action by an overwhelming vote of endorsement of the men who had worked to draft the bill, and of acceptance of the measure as passed by the Senate.

In the face of all this one is constrained to conclude that such flagrant misrepresentation of the simplest facts relating to this bill as contained in the circular under consideration are but the whisperings of the railroad companies themselves; for some of them, at least, are, as usual, covertly seeking to shift from under added liability to the employees, as

is now threatening them with the passage of the pending bill.

Trusting the above will be carefully read and considered, I remain

Yours fraternally,

H. E. WILLS,

A. G. C. E. and Acting National Legislative Representative.

The Strike on the North-Eastern, England.

Our newspapers have been full of matter under a heading, "A strike to maintain the right to get drunk," or, headlines that infer as much. We have before us a series of clippings from the English newspapers sent us by Mr. Clement E. Stretton, a mechanical engineer who attended the World's Fair in Chicago. The newspapers over there, as here, make the most of the opportunity to muckrake organized labor, and in England, labor, whether organized or not; but that is not new. It is as old as the human family and doubtless will continue so long as there is a struggle for the dollar and competitors are not by some unforeseen means put upon a common level, when one class cannot exploit another to its own advantage and the disadvantage of all others, even the disadvantage of commercial interests which would divide fairly if it were not for those who take advantage of human necessities and make conditions the decent competitor cannot avoid.

It is natural for business interests to do that which they think will bring the best returns, and from this standpoint newspapers publish matter which they think will win most financial favors, and as the class with money are more likely to have favors to give, what they think will please those who control big business and, consequently, are employers of labor, are the ones that get the big headlines and sensational matter pertaining to the class who have nothing to give but service.

The London Daily Mail's headline reads, "Strike Against Safety"; *The Leeds Mercury*, "Anarchy of Labor," etc.

The cause which led to the strike was a charge of drunkenness against Driver Nicholas Knox. The strike was one of

an unorganized, spontaneous nature. Many were members of the A. S. R. S., but the organization had nothing to do with the strike until it was on.

If there was no cumulative reason beyond that of Knox and his demotion it is almost unbelievable that some 4000 men would go on strike and make idle 6000 more of their own class; and to our mind the Knox case does not represent the first case of demotion and discharge without an opportunity for a hearing and self defence; but we give what Knox says of himself to *The Daily Mirror*, and his trial from the *London Mail*:

In an interview with a representative of *The Daily Mirror*, Driver Knox said that he was apprenticed on the North-Eastern Railway and had been employed by the company for thirty-seven years. He left off work at 1:30 on Saturday and was due to resume work at about noon on Monday. "I remained at home until seven o'clock in the evening, when I had a stroll to Newcastle, reaching the Railway Hotel about nine o'clock. I then drank two small rums hot, these being my only drinks during the evening."

KNOX'S EVIDENCE AT HIS TRIAL.

The defendant, giving evidence, detailed his movements on the night in question. He went, he said, to a Heaton public-house where he had two small glasses of rum. That was all the drink he had that night. He was annoyed at the rough manner in which he was pushed off the omnibus at the high-level, but when the constable told him to go away quietly he went straight on to the bridge, paid his fare, and started to walk toward Gateshead.

The two constables, he continued, followed him, and one of them seized him by the neck and shook him against a pillar of the bridge. He grasped the rail and they wrenched him off and tripped him up. His head struck the pavement violently, his nose was cut and both eyes were discoloured. In the Westgate-road police station he made a complaint to an officer, and he also complained of the conduct of the police to the man who bailed him out from the Central police station. He denied that he was drunk. He had never been drunk in his life.

John Hirst, the toll inspector, said that Knox was certainly sober when he paid his toll. Knox was followed by two policemen over the bridge. When they returned Knox was bleeding profusely. The witness telephoned to Westgate Police Station the following message:

A passenger has passed the high-

level toll-box properly and paid his toll in a fair and proper manner. Two of your officers immediately followed, and next they brought him back with blood streaming from his face, and you will probably hear more about this.

Other witnesses for the defence included ex-Inspector Andrew Tait, who said, as far as he could judge, Knox was sober.

After a hearing lasting close on five hours the magistrates retired, and on their return the chairman said they thought the evidence on both sides was exceedingly unsatisfactory. They had decided that the defendant was drunk and disorderly, and he would be fined 5s. and costs. The other charges were dismissed.

Immediately after the findings of this Court Driver Knox was demoted with pay reduced. A deputation waited upon Mr. Raven, the company's chief mechanical engineer, and asked for the reinstatement of Knox, who refused to alter his decision. The men locally interested, believing Knox innocent of the charge of drunkenness, called a meeting on Sunday and voted to go on strike in 24 hours if Knox was not reinstated; and a strike followed. Then came the big headlines, "*Strike for the right to get drunk!*" This brought the following statement from the strike committee:

Official manifesto from the North-Eastern Railway Strike Committee to the public:

Owing to the misunderstanding still existing in the country, the strike committee wish to point out to the public that the men are absolutely convinced that Driver Knox of the Gateshead branch of the A. S. R. S. is innocent of the charge of drunkenness upon which he was convicted.

The public must definitely understand that it is not our desire or intention to defend any habitual drunkard, or even a man whose use of alcohol interferes with his duties as a workman. We prefer to decide every case on its merits, and a fair trial.

The case was appealed by Driver Knox and the committee, and Home Secretary McKenna appointed Mr. Chester Jones, a London police magistrate, to inquire into the police court charges against Driver Knox, and he reported to the Home Office the following:

The evidence that I heard totally failed to satisfy me that Knox was drunk and disorderly, or that he was drunk and in-

capable, or that he was drunk at all in what, for want of a better definition of the term, I may call the police court sense of being drunk.

After hearing all the witnesses on both sides, I believed, in the main, the evidence of Knox. He stated that having had a meal consisting of tea and bread and butter between 4 and 5 p. m., he partook of nothing else until 9 o'clock, and that between 9 o'clock and 9:40 he drank two glasses of hot rum and water, for each of which he paid twopence. This could not have been a large quantity of liquor. Having regard to the fact that it was taken on a comparatively empty stomach by a man of habitually temperate habits, I think it may have had some slight effect on him, and his condition was not quite normal, though he could not in any reasonable interpretation of the word be said to be anything like drunk.

In view of these findings the Home Secretary advised His Majesty to grant a free pardon to Knox.

While the Commissioner's investigations were being held, and it was obvious early that the conviction registered against Brother Knox would be held to be wrong, negotiations between the strike committee and the N.-E. officials had been carried on with the object of effecting a return to work on the part of the men who had left as a protest against the reduction in status and wages of Knox. Mr. W. Hudson, M. P., had been with the strike committee during the week, and assisted in the negotiations which had spread over several days, and on the 14th inst. the following terms of settlement were published:—

1. The company will reinstate Knox at once if the result of the Home Office inquiry is to prove that he was not drunk on the night in question, and will pay him at his old rate for all work done by him in the interim.

2. All men on strike to report themselves at once for work and to resume work in their former positions. Work will be found as soon as the necessary arrangements can be made.

3. Men to work amicably with and not to molest or annoy such of the company's employees as have not joined in the strike.

4. All men who struck work to be fined six days' pay at the standard rate, and no man to be proceeded against for breach of contract who pays the above fine. The fine for men on piecework to be the equivalent of six days' earnings for the average of the three weeks ending Saturday, November 30.

5. The men's representatives state that they deprecate these spasmodic strikes and consider that in future North-

Eastern men must not strike except with legal notice to the company, and in the case of members of a trade union in accordance with the trade union rules. They undertake personally to act in accordance with the above and to do their utmost to influence those for whom they now act and all other North-Eastern men in the same direction.

The *London Railway Review* which represents Railway Servants in England, under the heading of "Making History," says:

There can be no doubt that the events of the past week have produced extraordinary results. Those who regard the strike on the North-Eastern Railway as a mere passing incident, or a temporary aberration on the part of the men engaged in striking for "the right to get drunk," miss entirely the significance of the whole proceedings. There is a much deeper underlying significance than that, and a significance which is not confined to what may be called the Knox incident. The same point it is which is largely involved in the Sheffield dispute, and indeed in the whole of the happenings on the Midland recently. It is one which was bound to arise sooner or later when you have got large corporations, such as railway companies, who make a boast that employment with them is continuous, and who nevertheless claim the right in the sacred name of discipline to determine that employment at any given moment, and also to revise or change the status of the men they employ at their own will or caprice. We do not deny that order and discipline are necessary in the railway service, but that is quite a different matter to men's future being at the mercy of officials upon whom there is an utterly inadequate check, and who can at any given moment wreck the career of a fellow employee upon the most trifling pretence and for the most frivolous reasons. The machinery for the determining of such questions is wholly unsatisfactory, and the right of appeal has been proved by unhappy experience to be of little value. Indeed, the accounts which are given of the proceedings in these cases show that so-called trials, whether in the court of first instance or on appeal, are usually a mockery and a sham. The man who is summoned before his superiors has no real chance either to state his case himself or to obtain skilled advice and assistance, and the callousness with which men have been turned adrift or reduced in status, after long years of faithful service, is at the root of much of the discontent and unrest in the railway world.

The revolt on the North-Eastern was

wholly unauthorized, and the method adopted by the men of striking without notice is one which the executive committee could not sanction or condone. . .

One great change which the week has shown, one line of advance which has marked its career, is the admission of the principle that railway companies cannot do what they like with their men. The North-Eastern must see that the verdict of a magistrate does not relieve them from the liability of making their own inquiries and satisfying themselves even on the facts.

We have presented this subject at great length because it deals with a subject involved in all of our contracts with railroad companies. That no engineer shall be demerited, suspended or discharged, without a fair and impartial hearing, and the guilt established or disproven.

O'Fagan and many other enemies of organized effort claim that this feature makes it impossible for officials to exercise discipline, while the facts are that it does not interfere with discipline for just cause, and the strike on the North-Eastern in England, as the *Railway Review* intimates, came from an accumulation of treatment of employees not justified by the facts, and they have no means of avoiding it as we have. Hence there are no strikes among railroad men in the States from such cause, and there is no good reason why this feature of our contracts should be changed, whatever our enemies may say.

Labor Representation in the Ohio Assembly.

The Ohio Legislature opened its session with 20 members holding cards of membership in organized labor, Bro. W. T. Colter, Div. 4, Toledo, Ohio, elected by a very flattering majority, and Bro. W. A. Ruhman, member of Div. 65, Chillicothe, Ohio, being two of that number.

The group of 20 members of organized labor have an organization and meet frequently to further legislation desired by those they have particular interest in. Among the most important are the Workmen's Compensation Law, which needs some changes, an Eight-hour Work Day for Women, and Law to Further Safeguard Child Labor.

Errata.

The name under the half-tone picture on page 90, January JOURNAL, should have been President Thomas P. Fowler, instead of Brother; he is ex-President of the N. Y. O. & W. Ry.

LINKS.

THE Southeastern Territory Union Meeting will be held in Jacksonville, Fla., April 23 to 26, inclusive, to which all members of the B. of L. E. and G. I. A. are cordially invited.

Information concerning the meeting can be had by corresponding with either of the following: Bro. R. M. Sparkman, 22 W. Third street, Jacksonville, Fla., chairman committee of arrangements; Bro. J. M. Cheves, 33 Ashley street, chairman committee on entertainment; Bro. R. J. McKenzie, 833 South street, Jacksonville, chairman finance committee; Sister J. S. Connelly, 818 W. Church street, Jacksonville, Fla.; Mrs. J. R. Crittenden, 1111 W. Fifth avenue, Knoxville, Tenn.

The chairman of the legislative committee of Tennessee, says:

I am just informed that the committees have been appointed and that the membership of Jacksonville will unite to have the union meeting from April 23 to 26 the greatest meeting we have yet had in the South.

I want to take this occasion to say to those who will come that we desire this meeting to be a live business conference. We want to have the people of Jacksonville and the neighboring territory known as a conservative business organization, and we will try to conduct the meeting as such.

There are many places of fascinating interest in Florida and about Jacksonville. This is the country where pleasure seekers come to spend their vacations, and there is no more ideal region for the tourist. The many places of interest will be advertised, and the committees will be able to secure reasonable rates for parties who desire to take trips to the places of interest. The hotel accommodations are unsurpassed in any city of the size of Jacksonville, and some

of the best have already made rates.

We have arranged for all those who want to take a trip to Cuba to embark either at Tampa or Key West. The fare, including stateroom and meals on the boat, will be but \$11.50 from Key West, and but \$21.05 from Tampa. Remember that you must secure your railroad transportation from Jacksonville before you leave home. Request this through your home road. You cannot get it after you are in Jacksonville, and you will want to go.

Further particulars of the meeting will appear in the March issue of the JOURNAL, and all who will oblige themselves with a trip to the South will be well paid.

T. J. HOSKINS,

Chairman of Committee.

BRO. E. M. HICKS, member of Div. 239, Knoxville, Tenn., has been appointed road foreman of engines at Spencer, N. C., Southern Railway.

Members of Div. 239 wish Bro. Hicks much success in his new position.

J. D. BISHOP, S.-T. Div. 239.

ON January 1, 1913, Bro. Chas. McCauley, of Div. 134, was appointed road foreman of engines on the first district of the Albuquerque Division, A. T. & S. F. Coast Lines, with headquarters at Gallup, N. Mex.

IT is also with pleasure we announce the appointment of Bro. A. W. Blethen to the position of road foreman of engines. He was for a long time our local chairman, which position he filled with success, and we feel sure of success for him in his new position. We also feel sure of hearty co-operation of all the engineers on this division to make his position a success. Fraternally yours,

A. C. YOUNG, Div. 720.

WE take great pleasure in announcing the appointment of Brother Nelson Lock, Springfield, Ill., to the position of trainmaster on the Springfield division of the Wabash Railroad made vacant by the transfer of Trainmaster L. W. Karnes to the St. Louis division of the same road.

Mr. Lock has been road foreman of the Springfield division for a number of years, is a member of Div. 720, B. of L.

E., and it is with much gratification that we announce his promotion.

Mr. Lock has always been a staunch Brotherhood man and before his appointment to an official position was foremost in the affairs of the Division, always taking great interest in advancing the conditions pertaining to engineers' duties and working rules, ever ready to help a Brother, fair and impartial in his treatment to all, and we bespeak for him a successful administration in his new duties. He will receive the hearty support and co-operation of each and every engineer on the Springfield division of the Wabash Railroad.

Our Brother, we extend to you our congratulations. COMMITTEE.

AT the regular meeting of Div. 133, Hamilton, Ont., Canada, Sunday, Dec. 22, five of our most esteemed Brothers, Ed. Tinsley, Wm. Pitt, Jas. McCulloch, Wm. Beattie and Ed. Williams were presented with Past Chief jewels, and judging from the feeling displayed were more than pleased with the honor bestowed on them.

We hope the Brothers will long live to wear and honor the jewels given them, as they have filled the positions held by them with honor to themselves and to the B. of L. E. Sec.-Treas. Div. 133.

THE following is an abstract from a letter of an Oaklyn, N. J., committee which drafted the following on account of the promotion of our superintendent to the position of general superintendent of the Reading system:

Mr. C. H. Ewing:

On the eve of your departure as our superintendent, we, as a committee of and in behalf of all the engineers of the Atlantic City Railroad, deem it a fitting occasion to convey to you an expression of our esteem and respect, and our appreciation of the able and efficient manner in which you have conducted the office of superintendent, and to thank you for the courtesy and consideration which you have at all times extended to us.

And while we deeply regret our loss, we wish to offer you our congratulations upon your advancement to a position of

greater responsibilities, and extend to you our best wishes for continued success in your new duties.

The committee, composed of Brothers C. E. Smith, Stohlberger and Short, received the following reply from Mr. Ewing:

DEAR SIR: It is with much pleasure that I acknowledge receipt of your favor of the 30th ult., and thank you for the sentiments contained therein.

Yours very truly, C. H. EWING.

To Officers and Members, Div. 305, B. of L. E., Mobridge, S. Dak.:

We, the committee on resolutions, wish to submit the following:

WHEREAS, Mr. G. E. Assford has been our district master mechanic for the past two years and that the most pleasant relationship has always and does now exist and that we feel greatly indebted to him for our success during such relationship; therefore be it

Resolved, That we extend to him our best wishes and congratulations on his promotion, and that our hopes are for his still higher promotion; and be it further

Resolved, That a copy be sent to Mr. Assford and a copy sent to Div. 744, Three Forks, Montana, and that the same be spread on our minutes.

ALEX. BUGBY, C. E.

R. C. HERSCHLEB, S.-T.

M. V. GRAYBILL,

F. CURRAH,

GEO. SHELTON, Committee.

ON SUNDAY, December 29, as early as 1 p. m. the Brothers began to assemble in the show rooms of Railway Supply & Equipment Co., on the 12th floor of the Karpen Bldg., at 900 Michigan Blvd. The reason for the early arrivals was, as one Brother put it, "Just to get the inside of things before meeting opened." For those Brothers who have through neglect or unavoidable reasons not attended one of the fifth Sunday union meetings, I will explain the Brother's meaning as to getting the *inside of things* before meeting. The entire 12th floor, with the exception of the assembly hall, is partitioned off into several hundred booths, each booth having on exhibit one or more

modern appliances for the machine upon which we earn our living. There are explanatory pamphlets with each equipment which can be taken away and studied at leisure. The equipments are put loosely together, and if the demonstrator does not happen to be there you have permission to disassemble and assemble the parts at your pleasure, thereby gaining a thorough knowledge of the *inside of things*, as our worthy Brother put it. It would be impossible for one to go through this exhibit room and learn what there is there in less than two or three days, and then after you have gone through it you could start over again, as there is continually something new being put on exhibition; take, for instance, the electric headlight, in which you are all interested; there is on exhibition a fully equipped headlight which can be worked at will by the visitors. There are also two encased headlight machines which can be thoroughly gone through. Why, Brothers, I could write of the grand opportunities you have of picking up knowledge at this place until Brother Salmons would write me one of those nice, let you down easy letters, saying, "For lack of space I cannot publish." And now that I have explained how and where you can get the inside of things pertaining to your engine, let me tell you that you are missing just as much or more in not attending the meetings where you would learn the inside of things pertaining to your organization and to how railroad officers, business men and public speakers feel toward us as an organized body of intelligent men. Your committee make it a point to have one or more of the above mentioned class of men and always one or more Grand Officers at every meeting. Just look at the line-up we had at this meeting: Mr. Seeley, mechanical engineer C., R. I. & P. Ry.; Mr. R. C. Richards, general chairman of the C. & N. W. Ry. Safety Committee; Brother Best, from Canada; Mr. McManamy, assistant chief federal boiler inspector; Brother Wills, A. G. C. E.; Brother Culp, representative; Brother Hodson, general chairman C. & N. W. Ry.; Brother Bean, general chairman Wabash Ry.; Brother Smith, general chairman C., M. & St. P.

Ry. Don't you think you could have spent a very profitable and pleasant afternoon and evening listening to such speakers as these? Don't you think you could have seen the inside of things if you had been there? If you do not, send us your name. We are looking for speakers who can enlighten us, and if such men as the above mentioned cannot give you any pointers, then you are the man for whom we are looking. At 2:30 p. m. several hundred Brothers were scattered through the exhibit rooms in bunches of from five to ten, arguing the good and bad features of the appliances before them. When the meeting was called to order by Chairman Brother Baumer, it was necessary to send after several Brothers who were so engrossed with their investigation that they did not hear the call to the meeting. Brother Baumer announced that as we had so many speakers the afternoon meeting would be an open meeting, and that the evening meeting at 7:30 p. m. would be closed.

Mr. R. C. Richards, general chairman of the C. & N. W. Safety First Committee, was then introduced. Mr. Richards is probably the best informed man in the country in the cause and prevention of accidents. He explained to us the inception and building up of the Safety First on the C. & N. W., and the results obtained in decreasing the number of deaths and injuries were almost unbelievable. He gave us a good, strong, heart to heart talk on this question, pointing out to us that we were the ones to be careful—we were the ones who could prevent much of the injuries which result in death, crippling of our Brothers, and bring want and destitution to their families. I tell you, Brothers, a talk such as R. C. Richards gave us does more good than all the circulars and pamphlets his railroad could buy. Why? Because it is the personality of the man who is talking and the way he hands it out. Mr. Richards is a "rail." You could tell it as soon as he took the rostrum. You could tell it in every word and gesture, and you could tell it in his sympathetic pleadings to us to care for ourselves and our families; and why, may I ask, could he be anything other than a "rail"? For

forty years he has been an employee of the C. & N. W. Ry.; over thirty years as general claim agent. I have worked thirty years on the same road with him and I have yet to hear anything but good of him. Brother Wills in his speech later on paid Mr. Richards a most beautiful tribute.

Mr. Seeley, mechanical engineer of the C., R. I. & P., was next introduced. Mr. Seeley is a mixer; that is to say, he likes to talk to men, especially engineers, and wherever there is anything going on where there are locomotive engineers in attendance, there you will find him and always with some good, instructive information. He took for his subject the last Federal Boiler Inspection Report. He went over a large part of the report, giving some very good information, after which he gave us a talk on safety appliances, their uses and abuses.

Brother Baumer next introduced Brother McManamy, assistant chief federal boiler inspector, who gave us the history of the Boiler Bill, its rules, how inspections are made, defining between the old and new way, explaining our duties as engineers and asking our co-operation and assistance to make the boiler inspection what it was intended for. In all, Mr. McManamy's talk was fine and was enjoyed very much by the audience.

Say, Brothers, have you ever been in an art gallery or attended a meeting where the best brains of the State gather to make laws? You say "Yes." So have I; and in the art shows I have admired the paintings of some of our most able scholars; in meetings where brains were the chief asset I have admired the men who owned them, and today I had an opportunity not only to admire but also to listen to one who was raised in our ranks, the Daniel Webster of the B. of L. E., our Representative at Washington, A. G. C. E. Brother Wills. Brother Wills deserves all the credit which can be offered him and more. Think of it, Brothers, a locomotive engineer rubbing elbows with the greatest lawmakers and smartest men in the United States! Rubbing elbows and holding his own, and then some

as his work shows. Brother Wills gave a long explanatory talk on the Employees' Compensation Bill, pointing out what a blessing it is going to be and its many good points. He also gave us a good lining down about low water, giving us statistics which showed that a large majority of boiler explosions were caused by low water. Brother Wills ended his talk with a grand tribute to R. C. Richards.

Chairman Baumer then declared the meeting closed; the evening meeting to be a closed meeting at 7:30 p. m.

The evening meeting was called at 7:40 p. m., and after the Brothers who were scattered through the show rooms were corralled and driven into the meeting room the meeting was opened with prayer by our worthy Chaplain, Brother Bain. Brother Wills then told us that there was a Brother from Mexico in distress and without money. A collection was taken up and the Brother was sent on his way rejoicing with twenty-five dollars in his "jeans," which he said would keep him until he got to a job which had been offered him in Venezuela.

Brother Smith, general chairman of the C. M. & St. P. Ry., gave us a very interesting talk on several subjects.

Our secretary, Bro. Frank Warne, then took the floor, and in his honest, emphatic way called the attention of the Brothers to the report of the last union meeting by Bro. J. Ellis, saying many nice things about the Brother and his writings, and made a motion that Bro. J. Ellis be elected as the official JOURNAL correspondent for the union meetings. The motion was seconded by the house. Brother Baumer arose, and after paying Bro. Ellis a very high compliment, offered as an amendment, that any notice or letters printed in the JOURNAL with Brother Ellis' name attached will be considered as official, and will be so observed.

The motion and amendment were then put and unanimously carried and Brother Baumer, pointing to me, said:

"Stand up, Brother Ellis, and let them all see you, so that they will not take you for a reporter (or worse) as some of them did last meeting."

As I arose I saw several hundred of

my Brothers clapping hands. This gave me assurance, and I managed to say:

"Brothers: Mine is rather a selfish motive in writing these reports, as I take more pleasure in writing up these meetings than in any other writing I have done. I gladly accept the office to which you have elected me and feel that I have been highly honored by this body. I am glad to know that my reports have been appreciated and will endeavor to please you in your selection."

A motion was then made that each Chicago Division be assessed two dollars for each union meeting. Motion was put and carried.

Then came the surprise. Everyone had an idea that we had heard all the talent, but "Otto" had been holding the "Best" for the last; so when he introduced Brother Best from Canada they all sat up. You know Brother Best, don't you? Of course you do. Everybody knows Brother Best. If you do not you had better come to the union meetings and get acquainted. Come up, and we will get Brother Best to tell the story of his life; that is, tell what he wants to, as he usually tells us he will tell "part of his life;" and on the strength of the answer Brother Best made to the president of the Canadian Northern when he said to Brother Best:

"Mr. Best, you should have been a lawyer."

"No, my dear sir," replied Brother Best, "that would have been impossible. I am an honest man."

And so we will have to take him at his word and let that part of his life history which he will not repeat go untold.

Next, and at a very suitable time near the closing of the meeting, our dear Brother Hiner, the Grand Old Man of the union meetings, took the floor and, my Brothers, it was a grand thing to listen to this white-haired old engineer preach the Gospel—preach it in his own way and in a way that went straight home to our hearts. May God spare him for many more union meetings.

Meeting was closed with prayer by our worthy Chaplain, Brother Bain, at 10:20 p. m.

JAMES A. ELLIS, Cor.

Chicago U. M.

SPECIAL NOTICES

Sec. 89. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Wanted—To know the present whereabouts of Bro. E. T. Date, member of Div. 23. He formerly worked for the Lake Shore Railroad and more recently for the Y. & M. V. R. R. He is about 45 years old, 5 feet 6 inches tall, slight build and gray hair. Kindly address Bro. C. W. Miller, S.-T. Div. 23, 391 Gaston av., Memphis, Tenn.

The address of Mart Traver, an engineer formerly on the Burlington, is desired by Bro. H. Wiggens, S.-T. Div. 98, Court House, Lincoln, Neb.

Wanted—To know the address of one Chas. H. Guy, an engineer, who when last heard from was working for the Big Four at Springfield, O. During 1907 he belonged to Lodge 711, B. of L. F. & E. Kindly notify his father, Mr. Wm. J. Guy, Manor, Westmoreland Co., Pa.

The address of Bro. J. R. Larimer, member of Div. 548, is desired by Bro. W. B. Phillips, S.-T. Div. 548, 357 W. Main st., Peru, Ind.

Information is wanted of the whereabouts of John Fennell who was formerly an engineer on the L. V. R. R. at Geneva, N. Y., and was last heard from about three years ago. Kindly address H. Fennell, Hartford, Conn.

 OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Buffalo, N. Y., Dec. 20, blood poisoning, Bro. Wm. B. Cook, member of Div. 15.

Memphis, Tenn., Jan. 5, struck by train, Bro. Pat M. Ford, member of Div. 21.

Newark, O. Jan. 1, apoplexy, Bro. L. C. Fisher, member of Div. 86.

Watkins, N. Y., Dec. 26, heart trouble, Bro. Smith Halliday, member of Div. 41.

Moore, Pa., Dec. 20, heart disease, Bro. John Strobel, member of Div. 45.

Colwyn, Pa., Dec. 28, hemorrhage, Bro. Lewis Meguyer, member of Div. 45.

Hornell, N. Y., Dec. 9, cancer, Bro. C. E. New, member of Div. 47.

St. Louis, Mo., Dec. 24, heart failure, Bro. G. O. Fuller, member of Div. 48.

Philadelphia, Pa., Dec. 19, Bro. J. J. Muldoon, member of Div. 51.

Providence, R. I., Jan. 4, Bro. W. A. Devine, member of Div. 57.

Lowell, Mass., Jan. 2, Bright's disease, Bro. A. B. Nichols, member of Div. 61.

Leominster, Mass., Dec. 24, old age, Bro. Joseph Forrest, member of Div. 64.

Reading, Pa., Dec. 23, Bro. Jacob G. Lerch, member of Div. 75.

Danbury, Conn., Dec. 26, consumption, Bro. J. E. Hoyt, member of Div. 77.

Baltimore, Md., Jan. 3, stomach trouble, Bro. Thrs. Cuddy, member of Div. 97.

Water Valley, Miss., Jan. 9, paralysis, Bro. Alex. Kennedy, member of Div. 99.

Mobile, Ala., Dec. 23, struck by street car, Bro. Wm. T. Roberts, member of Div. 140.

McKees Rocks, Pa., Dec. 20, Bro. Geo. G. Rodgers, member of Div. 148.

Washington, D. C., Dec. 12, struck by locomotive, Bro. John Cleveland, member of Div. 160.

Knoble, Ark., No. 27, heart failure, Bro. W. H. Burns, member of Div. 182.

Russell, Ky., Jan. 1, bridge fell, Bro. Edward B. Webber, member of Div. 190.

Madera, Mex., Dec. 6, bowel and kidney trouble, Bro. J. F. Connolley, member of Div. 192.

El Paso, Tex., Dec. 30, locomotor ataxia, Bro. O. T. Ford, member of Div. 192.

Henderson, Tex., Dec. 14, ruptured blood vessel, Bro. Frank Bennett, member of Div. 194.

San Antonio, Tex., Jan. 10, insanity, Bro. T. J. Bertrand, member of Div. 197.

Havana, Cuba, Nov. 30, Bro. W. P. Murphy, member of Div. 197.

Chattanooga, Tenn., Jan. 1, apoplexy, Bro. James Stewart, member of Div. 198.

Hartford, Conn., Jan. 2, killed by train, Bro. John F. Buckley, Sr., member of Div. 205.

Atlanta, Ga., Dec. 21, collision, Bro. H. B. Manning, member of Div. 207.

Atlanta, Ga., Dec. 29, heart failure, Bro. F. P. Anderson, member of Div. 207.

Detroit, Mich., Jan. 2, engine derailed, Bro. A. E. Richason, member of Div. 218.

Huntington, Ind., Dec. 31, struck by mail catcher, Bro. Leroy B. Sweetland, member of Div. 221.

Huntington, Ind., Dec. 13, tuberculosis, Bro. Paul Benn, member of Div. 221.

Meridian, Miss., Dec. 24, pneumonia, Bro. Sam Baxter, member of Div. 230.

Chicago, Ill., Dec. 4, Bro. L. P. Starr, member of Div. 231.

Portland, Ore., Dec. 10, hemorrhage, Bro. C. L. Whipple, member of Div. 236.

Uhrichsville, O., Dec. 13, collision, Bro. Chas. E. Stocker, member of Div. 255.

Amagansett, L. I., N. Y., Dec. 18, cancer, Bro. C. D. Jackson, member of Div. 269.

Milwaukee, Wis., Dec. 17, collision, Bro. Mat Foley, member of Div. 297.

Erle, Pa., Jan. 13, heart trouble, Bro. Henry Lyons, member of Div. 298.

Los Angeles, Cal., Nov. 25, apoplexy, Bro. David Wallace, member of Div. 304.

Alton, Fla., Jan. 1, Bro. N. L. Barnwell, member of Div. 309.

Fall River, Mass., Dec. 11, Bro. John F. Brown, member of Div. 312.

Taunton, Mass., Dec. 7, hemorrhage of brain, Bro. Chas. E. Gifford, member of Div. 312.

Cohasset, Mass., Dec. 12, Bro. H. T. Jenkins, member of Div. 312.

Richmond, Va., Dec. 15, bronchial trouble, Bro. A. B. Armstrong, member of Div. 321.

Manchester, N. H., Dec. 10, heart trouble, Bro. J. F. Sheehan, member of Div. 335.

Wilmington, Del., Dec. 31, cancer of throat, Bro. James T. Gordon, member of Div. 342.

Breckenridge, Minn., Dec. 20, collision, Bro. J. L. Uptegrove, member of Div. 356.

Dayton, O., Jan. 4, operation, Bro. Winfield Garst, member of Div. 358.

La Grande, Ore., Jan. 10, Bro. H. C. Gilman, member of Div. 362.

St. Paul, Minn., Dec. 20, old age, Bro. James Brash, member of Div. 369.

Waukesha, Wis., Dec. 15, paralysis, Bro. John Wright, member of Div. 372.

Lehighton, Pa., Dec. 23, Bro. Albert Seigfried, member of Div. 376.

Windsor, Ont., Can., Dec. 17, suicide, Bro. Wm. Oswald, member of Div. 390.

Ft. Madison, Ia., Dec. 24, accidentally shot, Bro. Wm. I. Beach, member of Div. 391.

Chillicothe, Mo., Dec. 20, fatty degeneration of the heart, Bro. J. A. Spencer, member of Div. 393.

Chicago, Ill., Dec. 23, diabetes, Bro. Wm. A. Sanborn, member of Div. 404.

Truckee, Cal., Dec. 20, typhoid fever, Bro. Archibald Rader, member of Div. 415.

Pittsburgh, Pa., Sept. 8, paralysis, Bro. Ed Callen, member of Div. 416.

Pittsburgh, Pa., Dec. 29, Bright's disease, Bro. A. L. Michals, member of Div. 416.

Keyser, W. Va., Dec. 13, tuberculosis, Bro. T. B. Hardesty, member of Div. 437.

Memphis, N. Y., Jan. 2, drowned, Bro. G. E. Delong, member of Div. 441.

Syracuse, N. Y., Dec. 23, pneumonia, Bro. D. C. Atwood, member of Div. 441.

Fort Smith, Ark., Jan. 3, Bro. D. Grant, member of Div. 445.

Portsmouth, Va., Dec. 25, Bro. J. M. Buchanan, member of Div. 456.

Jackson, Mich., Dec. 8, tuberculosis, Bro. Chas. T. Hessmer, member of Div. 470.

Covington, Ky., Nov. 8, engine turned over, Bro. J. M. Lemon, member of Div. 489.

Great Falls, Mont., Dec. 3, appendicitis, Bro. Chas. A. Weise, member of Div. 504.

Monett, Mo., Nov. 12, engine turned over, Bro. Wm. Mankins, member of Div. 507.

Gary, Ind., Nov. 24, Bro. Thos. Scanlon, member of Div. 520.

London, Ont., Can., Dec. 11, nerve trouble, Bro. Wm. Uptegrove, member of Div. 523.

Mattoon, Ill., Oct. 12, cerebral hemorrhage, Bro. W. B. Foster, member of Div. 577.

Fort Rouge, Man., Can., Jan. 4, scalded, Bro. W. H. Bowman, member of Div. 583.

Mt. Vernon, N. Y., Dec. 16, Bright's disease, Bro. J. D. Romer, member of Div. 589.

Ida, La., Dec. 11, Bro. W. H. Blackburn, member of Div. 599.

Brookfield, Mo., Dec. 19, engine backed over him, Bro. Fred Fiehart, member of Div. 616.

Catawissa, Pa., Dec. 13, heart disease, Bro. James C. Cook, member of Div. 652.

Beardstown, Ill., Jan. 11, pneumonia, Bro. M. Lyman, member of Div. 665.

Harvey, N. D., Dec. 26, bladder trouble, Bro. W. J. Malthouse, member of Div. 671.

Hammond, Ind., Jan. 3, diabetes and Bright's disease, Bro. J. J. Swint, member of Div. 682.

Norristown, Pa., Jan. 10, complication of diseases, Bro. Thos. Hartman, member of Div. 707.

Janesville, Wis., Jan. 6, derailment of engine, Bro. James P. Rooney, member of Div. 710.

Salt Lake City, Utah, Dec. 7, softening of the brain and kidney trouble, Bro. John Casey, member of Div. 713.

Manor, Pa., Dec. 11, typhoid pneumonia, Bro. Thos. A. Flanagan, member of Div. 772.

Knoxville, Tenn., Jan. 7, heart failure, Bro. Frank D. Teter, member of Div. 782.

Macon, Ga., Jan. 7, wreck, Bro. G. W. Little, member of Div. 786.

Atlanta, Ga., Dec. 14, tuberculosis, Bro. C. L. Smith, member of Div. 786.

McKees Rocks, Pa., Dec. 31, Martin L. Robeson, father of Bro. Wm. Robeson, member of Div. 148.

Goodland, Kans., Jan. 12, burned, Mrs. D. E. Dimmitt, wife of Bro. D. E. Dimmitt, member of Div. 422.

Pittsburgh, Pa., Dec. 26, Mrs. Nancy Smith Goodwin Records, mother of Bro. Thos. Goodwin, C. E. Div. 325. B. of L. E., and Bro. E. R. Goodwin, Div. 114, O. R. C.

ADMITTED BY TRANSFER CARD

Into Division—

- 1—G. W. D. Austin, from Div. 84.
- 5—W. A. Douglas, from Div. 197.
- 41—M. W. Drew, from Div. 84.
- 83—M. B. Miner, from Div. 172.
- 91—O. St. Marie, from Div. 787.
- 102—Michael McInerney, from Div. 784.
- 115—Charlie Patterson, from Div. 103.
- 134—W. J. Shank, from Div. 446.
- 135—H. L. Lewis, from Div. 419.
- 137—Geo. C. Smith, from Div. 680.
- 139—Wm. Witter, from Div. 674.
- 151—R. Y. Cowherd, from Div. 643.
- 156—W. E. Crutcher, from Div. 473.
- 159—E. T. Boughton, from Div. 324.
- 175—A. G. Williams, from Div. 334.
- 177—W. E. Howard, from Div. 190.
- C. L. Pace, from Div. 438.
- 191—Pat Grady, from Div. 576.
- 193—W. J. Anderson, from Div. 196.
- 195—R. G. Campbell, Thos. Williamson, from Div. 279.
- 197—T. J. Bertrand, from Div. 438.
- J. F. Wilkinson, from Div. 789.
- 198—David P. Goans, from Div. 783.

Into Division—

- 207—S. Woolbridge, from Div. 187.
 208—Thomas McKeever, from Div. 438.
 210—C. M. Gibson, from Div. 769.
 J. E. Beales, from Div. 646.
 219—Geo. E. Elliott, from Div. 197.
 236—W. M. Toal, T. D. Murphy, from Div. 362.
 253—Thos. L. Grimmer, from Div. 314.
 263—J. B. Wilkerson, from Div. 785.
 268—J. A. Tedrow, from Div. 303.
 271—J. F. Gonier, from Div. 559.
 283—H. L. Hand, from Div. 110.
 A. Meston, C. B. White, C. R. Morrison, from Div. 415.
 289—A. C. Flagg, from Div. 428.
 293—Albert Geltz, from Div. 306.
 312—G. S. McLaughlin, from Div. 848.
 314—Wm. H. Bowling, from Div. 823.
 320—E. R. Oberchair, from Div. 147.
 322—C. M. Hunter, from Div. 430.
 D. V. O. Morris, from Div. 568.
 W. A. James, from Div. 486.
 325—John W. Luther, from Div. 310.
 327—John G. Adair, from Div. 136.
 328—John Conway, from Div. 767.
 335—F. A. Boyer, from Div. 252.
 J. E. Peeler, from Div. 789.
 H. H. Gay, from Div. 750.
 Leo Ryan, from Div. 399.
 366—F. C. Stickney, from Div. 197.
 J. W. Sessums, from Div. 756.
 369—S. B. Cosby, from Div. 210.
 370—E. G. Brown, A. H. Suttle, John, Hughes, from Div. 50.
 409—A. T. Fordish, from Div. 93.
 426—J. F. McLoughlin, from Div. 738.
 A. A. Tilton, from Div. 281.
 443—E. J. Cooney, from Div. 784.
 459—J. H. Helfright, from Div. 730.
 R. H. Greenwood, from Div. 74.
 460—J. I. Sandige, from Div. 92.
 471—John E. Mourn, from Div. 65.
 475—John Barry, from Div. 139.
 503—Elijah Smith, from Div. 396.
 507—Wm. Tull, from Div. 578.
 510—Chas. Wedlin, from Div. 559.
 520—F. E. McDonald, from Div. 478.
 Robert Carney, from Div. 764.
 Chas. O'Malley, from Div. 519.
 528—Wm. Smith, from Div. 295.
 535—J. H. Colbert, from Div. 76.
 540—Hale P. Borland, from Div. 796.
 554—Gus Seamon, Wm. Geister, from Div. 738.
 561—J. H. Patterson, from Div. 224.
 569—G. G. Smith, D. L. Cameron, A. D. Bateman, from Div. 527.
 599—W. A. Lynch, from Div. 196.
 615—W. R. Strain, from Div. 500.
 631—J. J. Jourdin, Isadore LaFrance, from Div. 319.
 634—W. S. Knox, from Div. 362.
 Roy Stark, from Div. 285.
 654—E. L. Plummer, from Div. 814.
 E. T. Costello, from Div. 142.
 W. J. Eastman, from Div. 202.
 660—P. F. Davis, from Div. 815.
 H. J. Baldwin, from Div. 766.
 Geo. L. Gross, from Div. 576.
 J. I. Medlin, from Div. 666.
 662—J. B. Neale, from Div. 398.
 H. A. Ismond, from Div. 444.
 669—C. H. Grice, from Div. 784.
 Ed. McDowell, from Div. 115.
 676—H. A. Heath, from Div. 224.
 720—O. B. Miller, from Div. 182.
 739—J. B. Shackelford, from Div. 660.
 744—C. P. Warner, from Div. 319.
 J. F. Cadden, from Div. 25.
 I. J. Chubbuck, from Div. 203.
 748—C. J. Croft, G. F. Hardy, W. Watkins, from Div. 591.
 755—J. W. White, from Div. 731.
 761—W. D. Noble, from Div. 372.
 764—H. A. Lougee, from Div. 588.
 776—O. H. Mankel, from Div. 197.
 James J. Quinlin, from Div. 175.
 R. L. Smith, from Div. 674.
 779—Chas. Krutch, from Div. 156.
 796—Ralph L. Hebbard, from Div. 794.
 798—A. M. Sparks, E. W. Ross, Lewis Becker, from Div. 576.

Into Division—

- 799—H. H. Ward, from Div. 409.
 811—T. A. Bought, from Div. 53.
 817—J. P. Callon, from Div. 716.
 J. R. Barefoot, from Div. 70.
 823—John Sims, from Div. 309.
 Robert W. Jones, from Div. 334.
 T. J. Moody, from Div. 770.
 Gadie Herren, from Div. 93.

WITHDRAWALS**From Division—**

- 2—A. J. Munro.
 Thos. Reardon.
 11—Frank Stripp.
 14—Delos Westcott.
 Edward Tinkler.
 John Hichman.
 21—W. C. Pierce.
 39—Hugh H. Sullivan.
 76—Scott M. Ryan.
 77—Fred C. Eager.
 97—R. G. Ingersoll.
 153—C. F. Richardson.
 179—Irvine B. Melville.
 195—B. P. Johnson.
 197—J. F. Stout.
 219—C. J. Griggers.
 222—A. W. Beck.
 230—F. Cisana.
 245—L. H. Linn.
 248—C. S. Towsley.
 276—A. Von Weisenflue.
 284—E. B. Davis.

From Division—

- 289—D. Clasquin.
 317—B. E. Figart.
 331—E. H. Sine.
 Claud Watkins.
 359—J. E. Hope.
 369—H. M. Haslet.
 387—Wilmer Mitchell.
 433—W. Ward.
 C. E. Gray.
 452—C. P. Angell.
 455—Harry Webber.
 471—J. E. Thomas.
 T. O. Foley.
 493—F. P. Connell.
 550—Webb Gaylor.
 569—J. D. Keifer.
 588—C. H. Knight.
 701—T. A. Ogden.
 727—C. F. Hamilton.
 804—F. H. Kibbort.
 824—W. E. Holman.

REINSTATEMENTS**Into Division—**

- 25—Jas. F. Cadden.
 38—W. C. Murray.
 C. P. Stone.
 76—T. L. Carroll.
 98—G. W. Graham.
 208—Jacob Schrader.
 225—H. J. Jennings.
 230—J. E. Looney.
 232—W. H. Spear.
 243—Joseph Denby.
 253—John Thomas.
 314—Leon W. McDonald.
 323—S. C. Huff.
 346—G. P. Harran.
 392—How'd N. Prentiss.
 409—J. D. Thomason.

Into Division—

- 409—H. H. Ward.
 427—S. H. Hood.
 430—C. M. Hunter.
 463—Walter Nevils.
 467—John T. Laurie.
 523—L. L. Washburn.
 531—J. C. Donner.
 540—H. R. Simpson.
 569—W. W. Wilson.
 576—A. N. Schuemaker.
 711—T. F. Kain.
 716—J. P. Callon.
 736—J. A. Dunn.
 751—H. L. Jankey.
 766—G. E. Ramey.

The reinstatement of C. B. Godwin into Div. 24, which appeared in the December JOURNAL has been declared illegal.

EXPELLED**FOR NON-PAYMENT OF DUES.**

- | | |
|----------------------|----------------------|
| 11—Harry Austermler, | 18—W. Niles. |
| 15—Andrew Daley. | J. Thomson. |
| 18—F. A. Spahn. | 26—F. G. Duke. |
| A. H. Murphy, | 33—Thos. Cahill. |
| A. Kingsley, | 39—Elisha Goudy, |
| J. N. Shaeffer, | R. C. Miller. |
| T. Hastings, | 48—T. W. Love, |
| Geo. West, | Chas. Hayes. |
| J. Hanratty, | 61—A. N. Grant. |
| James Hyland, | 84—J. M. Coleman. |
| S. J. Holman, | 88—G. H. Gibbons. |
| Wm. Driscoll, | 90—A. M. Tobias, |
| E. L. Dean, | F. P. Brown. |
| Jos. T. Dunn, | 97—J. B. Zimmermann. |
| W. Cocker, | A. L. Waters. |
| Thos. Bell, | H. J. Wheaton, |
| Jacob Brewer, | W. H. Bell. |
| H. F. Head, | G. Voyce. |
| Jos. Harwood, | W. C. Robinnett. |
| C. J. Kinne, | G. C. Poddicord, |
| M. J. McGrath, | A. H. Philo. |
| M. C. Mulford, | P. H. Magner. |
| Z. A. Vanderbilt, | G. M. Fuller. |

- 97—E. H. Jennings.
98—F. O. Hawkins.
101—E. W. Chambers.
J. C. Vallandigham
C. R. Colgrove.
E. W. Blaker.
110—F. A. Templeton.
T. W. Armstrong.
132—Henry L. Williams.
134—D. R. Judy.
Charles Woods.
144—Henry Sommers.
J. O. Stewart.
153—H. W. Spaulding.
156—W. B. Dulmadge.
George L. Thorpe.
171—Frank Wells.
Thos. Walsh.
J. Bloom.
177—C. E. McCoy.
179—W. E. Overlander.
187—Y. E. Worsham.
E. H. Hawkins.
198—T. F. Bryant.
199—W. S. Amberson.
203—Merle Miller.
207—A. Q. Adams.
Fred Welbans.
J. B. Killebrew.
217—Wm. Murray.
225—B. B. Fortney.
234—E. A. Bailey.
236—W. H. Christians.
C. D. Jett.
239—J. A. Snyder.
240—Albert Salde.
256—H. W. Butler.
T. B. Cole.
Reynolds Wright.
L. Wilson.
C. T. Cribb.
C. F. Dunckle.
272—F. J. Hartwigsen.
278—W. W. Walker.
A. C. Keese.
287—H. G. Hunter.
310—B. F. Ashcom.
313—W. E. Mayo.
316—Wm. H. Fegley.
329—John T. McCarthy.
338—E. P. Gorden.
E. J. Lafrance.
353—Geo. Anderson.
H. E. Hampton.
C. T. Stevenson.
J. H. Lammlein.
Ed Walten.
T. Moreland.
J. T. Miller.
H. A. Schendle.
R. J. Ryan.
J. W. Farnsworth.
J. P. Cavanaugh.
357—Chas. Griswold.
362—W. F. Graybill.
H. M. Pfeffer.
Joseph H. Martin.
369—John Babington.
Wm. J. Kelly.
397—Walter I. Jones.
401—O. A. Wygal.
415—E. A. Priday.
J. Laitz.
418—J. J. Condon.
D. A. Roy.
419—Edw. O'Farrell.
419—John C. Brady.
455—P. L. Thomas.
Geo. W. Davis.
462—G. M. Woolard.
463—W. A. Cardiff.
P. L. Wilson.
W. T. Martin.
Andy Lee.
S. W. Fretwell.
H. J. Herron.
A. C. Price.
477—G. H. Swisher.
496—H. Hick.
W. A. Lasley.
497—Robert Waer.
A. B. Holden.
499—E. Burns.
W. W. Cranston.
Elmer Fee.
R. S. Eberly.
J. H. Shafer.
C. F. Pinkley.
E. D. Brown.
504—John Burk.
520—B. P. Galley.
540—A. B. Gairns.
517—J. D. McCurdy.
552—B. A. Platt.
J. H. Grady.
W. A. McClendon.
E. H. Pittman.
W. T. Rhodes.
576—H. R. Jones.
578—W. H. Bowers.
580—G. D. Bowman.
598—Herb C. Holsinger.
Lester L. Wolf.
593—J. W. McRae.
601—John Paquet.
613—F. G. Klem.
617—O. T. Smith.
B. T. Gibson.
633—Thomas Ryan.
639—J. Sheppard.
W. Brietman.
E. Lavin.
P. J. Moran.
G. J. Murphy.
James Reed.
Chas. E. Wilson.
S. J. Jennett.
E. J. Ansbro.
W. P. Alfring.
Geo. W. Dunston.
641—J. J. O'Donnell.
647—S. L. Strahan.
Geo. E. Thorne.
660—B. F. Peck.
677—Robert Scholar.
678—James McMahon.
687—H. W. Butterfield.
690—C. F. Gillman.
723—Thos. Blackwell.
731—Geo. Jarvis.
J. H. Bennett.
755—J. W. Hall.
765—C. A. Cabaniss.
771—T. J. Raynor.
773—J. B. Walters.
H. L. Bates.
777—H. F. Schrimpf.
790—Geo. J. Morris.
801—P. A. Dribelbis.
Ed Havey.
824—H. L. Hankenberry.
56—W. E. Riddle, unbecoming conduct and violation of obligation.
77—Geo. Becker, F. J. McAvoy, non-payment of dues and forfeiting insurance.
J. J. Reddan, forfeiting insurance.
91—Joseph Roy, non-payment of dues and refusing to take out insurance.
95—Harry Hamel, non-payment of dues and forfeiting insurance.
102—Joseph Larkin, non-payment of dues and forfeiting insurance.
125—Geo. W. Preston, intoxication.
179—M. B. Vanderhoff, violation of obligation and forfeiting insurance.
201—J. A. Middleton, non-payment of dues and failing to correspond with Division.
205—Chas. F. Hensted, non-payment of dues and forfeiting insurance.
210—A. R. Griffin, Chris Farmer, non-payment of dues for forfeiting insurance.
221—Alex Duffenbaugh, intoxication.
O. S. Lewis, non-payment of dues and forfeiting insurance.
227—Gorden Compo, John W. Babcock, non-payment of dues and forfeiting insurance.
231—P. T. Reiley, forfeiting insurance.
238—E. M. Putman, non-payment of dues and non-attendance.
254—Chas. Straubing, non-payment of dues and intoxication.
265—H. D. Thomas, non-payment of dues and forfeiting insurance.
282—H. W. Adams, J. S. Woodworth, non-payment of dues and forfeiting insurance and not corresponding with Division.
294—Chas. Linick, forfeiting insurance.
E. J. Schuler, non-payment of dues and forfeiting insurance.
C. W. Sullivan, Frank Holden, non-payment of dues and not taking out insurance.
332—C. W. McDade, non-payment of dues and forfeiting insurance.
334—Harvey M. Stout, non-payment of dues and forfeiting insurance.
344—Oden Chaney, non-payment of dues and forfeiting insurance.
345—Wm. R. Rothrock, non-payment of dues and failing to correspond with Division.
372—Ed Blaney, non-attendance.
382—W. H. Gardinier, L. D. Kierstead, non-payment of dues and forfeiting insurance.
397—L. S. Weston, non-payment of dues and not corresponding with Division.
436—R. L. Perry, G. C. Downey, non-payment of dues and forfeiting insurance.
489—D. R. Riddell, forfeiting insurance.
501—T. G. Knight, violation of Section 54, Statutes.
503—John Galloway, E. B. Carter, James, G. Watts, forfeiting insurance.
552—A. D. McClendon, J. F. Jolly, N. A. Warnell, J. F. Edwards, non-payment of dues and forfeiting insurance.
581—Wm. D. Mader, non-payment of dues and forfeiting insurance.
600—M. L. Hurdle, forfeiting insurance.
606—J. W. Clark, non-payment of dues and forfeiting insurance.
638—R. H. Moore, non-payment of dues and not taking out insurance.
640—Eugene Radcliffe, violation of obligation.
655—Robert Marsh, non-payment of dues and forfeiting insurance.
682—A. J. Isenhair, non-payment of dues and not corresponding with Division.
730—H. E. Waream, non-payment of dues and forfeiting insurance.
738—H. E. Shirley, non-payment of dues and forfeiting insurance.
C. D. Hutchinson, John Teichmiller, forfeiting insurance.
757—F. C. Sanner, non-payment of dues and forfeiting insurance.
784—Thos. Bunting, non-payment of dues and forfeiting insurance.
786—J. C. Clements, forfeiting insurance.
796—S. Munsey, non-payment of dues and failing to correspond with Division.
805—C. R. Jarvis, intoxicated while on duty and unbecoming conduct.
811—Tom Hartigan, non-payment of dues and forfeiting insurance.

FOR OTHER CAUSES.

- 1—Geo. Lane, intoxication.
6—S. Dickens, F. T. Sperow, G. F. Meade, non-payment of dues and not corresponding with Division.
9—John W. Poster, non-payment of dues and forfeiting insurance.
19—Geo. G. Hendryx, forfeiting insurance.
20—John C. Schwerdman, E. V. Schlechty, forfeiting insurance.
27—W. H. Smith, non-payment of dues and forfeiting insurance.
51—C. M. Oldham, forfeiting insurance.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

LADIES' WATCH.—For 35 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jeweled, 14 karat, gold filled case; retail price, \$25.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard Watch, 17 jeweled, 14 karat, gold filled case; retail price, \$42.00.

19 JEWELLED WATCH.—For 75 subscribers named and \$75.00, 19 Jeweled Watch, in 14 karat, gold filled case; retail price, \$50.00. All cases guaranteed for 25 years.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 397-400.

SERIES L.

OFFICE OF ASSOCIATION, ROOM 1136, B. OF L. E. BLDG.
CLEVELAND, OHIO, Feb. 1, 1913.

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 100, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders **PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER.** Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
332	Geo. Armbruster..	54	31	Mar. 12, 1892	Jan. 8, 1912	Blind right eye....	\$1500	Self.
333	Geo. A. Eggleston..	61	182	July 12, 1900	Nov. 2, 1912	Apoplexy.....	1500	Henri'ta Eggleston, w
344	D. H. Wallace.....	57	304	June 22, 1898	Nov. 25, 1912	Apoplexy.....	750	L. A. Wallace, w.
335	Wm. H. Burns.....	55	182	Aug. 15, 1887	Nov. 27, 1912	Angina pectoris..	2000	Maggie Wadsworth, s
336	John G. Bell.....	43	90	July 15, 1900	Nov. 29, 1912	Left leg amput'ed	1500	Self.
337	W. P. Murphy.....	52	197	May 18, 1898	Nov. 30, 1912	.....	1500	Wife and daughters.
338	Leslie Williams....	33	793	June 3, 1903	Dec. 1, 1912	Leg amputated....	1500	Self.
339	John F. Sheehan....	56	333	Apr. 2, 1905	Dec. 10, 1912	Nephritis.....	1500	Margaret Sheehan, w
340	Wm. H. Blackburn..	38	599	June 24, 1907	Dec. 11, 1912	Enteritis.....	1500	Hattie Blackburn, w.
341	W. T. Upthegrove..	54	523	Jan. 9, 1894	Dec. 11, 1912	Muscular atrophy.	2000	Eva M. Upthegrove, w
342	V. G. Plath.....	36	294	June 17, 1912	Dec. 12, 1912	Killed.....	1500	Hattie Plath, w.
343	Chas. L. Whipple..	65	236	Aug. 24, 1884	Dec. 13, 1912	Gangrene.....	3000	Ellen H. Whipple, w
344	Thos. B. Hardesty	23	437	Feb. 20, 1912	Dec. 13, 1912	Tuberculosis.....	1500	Rufe F. Hardesty, w.
345	John Wright.....	39	372	Dec. 1, 1903	Dec. 15, 1912	Paralysis of heart.	1500	Matilda Wright, m.
346	Perry T. Randall..	39	421	Jan. 17, 1903	Dec. 15, 1912	Apoplexy.....	1500	Hattie B. Randall, w
347	Matt Foley.....	56	297	Aug. 29, 1891	Dec. 17, 1912	Killed.....	1500	Annie Foley, w.
348	Fred Feihert.....	49	616	Nov. 17, 1903	Dec. 19, 1912	Killed.....	1500	Emma Feihert, w.
349	Jas. A. Spencer....	62	393	Mar. 7, 1898	Dec. 20, 1912	Fatty degen of he't	3000	Mary C. Spencer, w.
350	John Strobel.....	45	45	Oct. 12, 1902	Dec. 20, 1912	Heart trouble.....	1500	Louisa Strobel, w.
351	Wm. R. Cook.....	37	15	May 9, 1904	Dec. 20, 1912	Endocarditis.....	3000	Mother and father.
352	J. L. Upthegrove..	46	35	Apr. 4, 1893	Dec. 20, 1912	Killed.....	1500	Mary V. Upthegrove, w
353	H. B. Manning.....	43	207	Apr. 14, 1901	Dec. 21, 1912	Killed.....	4500	Hattie S. Manning, w
354	Geo. G. Rodgers....	42	148	June 22, 1898	Dec. 21, 1912	Septicemia.....	1500	Martha J. Rodgers m

No. of Ass't	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability	Am't of Ins.	To Whom Payable.
355	Alonzo C. Shaffer.	48	724	Aug. 14, 1906	Dec. 23, 1912	Cancer.....	\$1500	Hattie Shaffer, w.
356	Wm. T. Roberts...	52	140	Nov. 23, 1890	Dec. 23, 1912	Killed.....	3000	Wife and mother.
357	John Jenkins.....	32	569	May 29, 1911	Dec. 23, 1912	Left hand amput'd	4500	Self.
358	Jacob G. Lerch.....	52	75	Feb. 3, 1907	Dec. 23, 1912	Killed.....	1500	Elizabeth Lerch, w.
359	Albert Seigfried...	59	376	May 5, 1900	Dec. 23, 1912	Myocarditis.....	1500	Daughters.
360	Joseph Forrest....	64	91	Dec. 23, 1877	Dec. 24, 1912	Kidney disease...	3000	Mary Forrest, w.
361	Wm. I. Beach.....	35	391	Apr. 26, 1907	Dec. 24, 1912	Gunshot wound...	1500	Maud E. Beach, w.
362	Samuel Baxter.....	80	230	Apr. 5, 1881	Dec. 24, 1912	Emphysema.....	4500	Sarah A. Baxter, w.
363	J. M. Buchanan....	57	456	Mar. 31, 1890	Dec. 25, 1912	Paralysis.....	1500	Children.
364	Smith Halliday....	74	41	May 23, 1884	Dec. 26, 1912	Tuberculosis.....	3000	Wife and daughters.
365	J. E. Hoyt.....	44	77	Apr. 6, 1892	Dec. 26, 1912	Tuberculosis.....	1500	Amanda M. Hoyt, w.
366	M. F. Fulmer.....	51	85	July 19, 1909	Dec. 26, 1912	Diabetes.....	1500	Lula A. Fulmer, w.
367	D. C. Atwood.....	51	441	Nov. 26, 1903	Dec. 27, 1912	Pneumonia.....	750	Cath'ne E. Atwood, w.
368	Albert Michaels....	54	416	Feb. 23, 1898	Dec. 28, 1912	Diabetes.....	1500	Laura Michaels, w.
369	Lewis Maguyer.....	69	45	Apr. 19, 1883	Dec. 28, 1912	Cerebral hemorrh'ge	3000	Louisa Maguyer, w.
370	O. T. Ford.....	39	192	Feb. 12, 1902	Dec. 29, 1912	Locomotor ataxia.	3000	Laura E. Ford, m.
371	L. B. Sweetland....	56	221	Sept. 27, 1903	Dec. 31, 1912	Killed.....	1500	Anna A. Sweetland, w.
372	Jas. T. Gordon....	59	342	Aug. 16, 1889	Dec. 31, 1912	Cancer.....	4500	Mary A. Gordon, w.
373	Levi C. Fisher....	79	36	Sept. 13, 1868	Jan. 1, 1913	Cerebral hemorrh'ge	3000	Ruth A. Fisher, w.
374	Edw. B. Webber....	36	190	Nov. 11, 1910	Jan. 1, 1913	Drowned.....	3000	Myrtle Webber, w.
375	Jas. Stewart.....	54	198	Jan. 8, 1892	Jan. 1, 1913	Apoplexy.....	3000	Winnie Stewart, w.
376	G. E. DeLong.....	44	441	May 10, 1903	Jan. 2, 1913	Drowned.....	1500	Harriett E. DeLong, w.
377	John F. Buckley...	63	205	Dec. 14, 1889	Jan. 2, 1913	Killed.....	1500	Daughters.
378	B. A. Jackson.....	44	491	Jan. 6, 1900	Jan. 2, 1913	Bright's disease.	1500	Marietta Jackson, w.
379	A. F. Richason....	29	218	July 28, 1910	Jan. 2, 1913	Killed.....	3000	Maud Richason, w.
380	Jos. J. Swint.....	52	682	Nov. 5, 1903	Jan. 3, 1913	Diabetes.....	1500	Eva Swint, w.
381	Thos. Cuddy.....	57	97	May 7, 1900	Jan. 3, 1913	Cancer.....	1500	Martha E. Cuddy, w.
382	D. Grant.....	30	445	Oct. 26, 1908	Jan. 3, 1913	Hemorrhage.....	1500	Thankful H. Grant, w.
383	W. H. Bowman....	45	583	Nov. 18, 1902	Jan. 4, 1913	Killed.....	1500	Mary S. Bowman, w.
384	E. B. Byram.....	40	484	Mar. 7, 1904	Jan. 4, 1913	Killed.....	1500	Hattie E. Byram, w.
385	Patrik M. Ford....	46	21	Apr. 27, 1903	Jan. 5, 1913	Killed.....	3000	Jennie R. Ford, w.
386	Chas. H. Lineberg...	63	95	Feb. 18, 1888	Jan. 6, 1913	Malaria fever....	1500	Luc'da A. Lineberg, w.
387	Samuel Brandt....	67	306	Sept. 10, 1889	Jan. 6, 1913	Diabetes.....	1500	Mrs. A. J. Brandt.
388	Jas. P. Rooney....	30	710	Jan. 1, 1911	Jan. 6, 1913	Killed.....	1500	Catherine Rooney, w.
389	F. D. Teter.....	48	782	Dec. 29, 1908	Jan. 7, 1913	Heart failure....	3000	Addie N. Teter, w.
390	Geo. W. Little....	59	786	Oct. 23, 1897	Jan. 7, 1913	Killed.....	3000	Emma L. Little, w.
391	J. C. Hardenbergh...	65	542	Sept. 15, 1890	Jan. 7, 1913	Cirrhosis of liver.	3000	Is'bel Hardenbergh, w.
392	P. W. Kane.....	67	370	Jan. 8, 1895	Jan. 7, 1913	Apoplexy.....	1500	Mrs. P. W. Kane, w.
393	Z. L. Allen.....	43	475	Jan. 22, 1907	Jan. 8, 1913	Heart failure....	3000	Anna C. Allen, w.
394	H. R. Gleason.....	36	268	Dec. 23, 1909	Jan. 10, 1913	Typhoid fever....	1500	Sophia A. Gleason, w.
395	Thos. A. Flanigan...	48	772	Oct. 27, 1891	Jan. 11, 1913	Pneumonia.....	3000	Annie C. Flanigan, w.
396	H. C. Gilman.....	59	362	Jan. 19, 1902	Jan. 11, 1913	Bowel trouble....	1500	L. Gilman, w.
397	D. B. Wright.....	62	274	Sept. 19, 1890	Jan. 13, 1913	Moritum dictum...	3000	Mary J. Wright, w.
398	John J. Tracy.....	54	77	Nov. 4, 1900	Jan. 14, 1913	Locomotor ataxia.	3000	Mary A. Tracy, w.
399	James Jay.....	66	187	Feb. 5, 1900	Jan. 15, 1913	Paralysis.....	1500	Theresa A. Jay, w.
400	A. B. Nichols.....	45	61	Feb. 10, 1902	Jan. 16, 1913	.....	3000	Agnes D. Nichols, w.

Total number of claims, 69. Total amount of claims, \$148,500.00.

Financial Statement.

CLEVELAND, O., Jan. 1, 1913.

MORTUARY FUND FOR DECEMBER.

Balance on hand.....	\$230,510 74
Paid in settlement of claims.....	118,500 00
Surplus.....	\$112,010 74
Received by assessments 173.	
76 and back assessments.....	\$150,395 34
Received from members carried	
by the Association.....	447 52
Interest for December.....	679 96
	\$151,522 82

Balance in bank Dec. 31, 1912..... \$263,533 56

SPECIAL MORTUARY FUND.

Balance on hand.....	\$16,244 06
Received in December, 1912.....	17,140 10
Interest.....	155 28

Total..... 63,539 44

Paid for bonds..... 104 20

Balance in bank Dec. 31, 1912..... \$63,435 24

EXPENSE FUND FOR DECEMBER.

Balance on hand.....	\$45,980 46
Received from fees.....	384 86
Received from 2 per cent.....	3,418 07
Interest from Sept. 1, 1912 to Dec. 31, 1912.....	435 09

Balance..... 50,218 48

Expenses during month of Dec, 1912..... 2,890 23

Balance in bank Dec. 31, 1912..... \$47,328 25

Statement of Membership.

FOR DECEMBER, 1912.

Classified rep-
resents: \$750 \$1,500 \$2,250 \$3,000 \$3,750 \$4,500

Total member-
ship Nov.
30, 1913..... 1,969 41,341 175 18,485 14 3,782

Applications
and rein-
statements
received dur-
ing the m'th
223 102 38

Totals..... 1,969 41,564 175 18,587 14 3,820

From which
deduct poli-
cies termin-
ated by
death, acci-
dent, or oth-
erwise..... 24 140 .. 43 .. 12

Total member-
ship Dec.

31, 1912..... 1,945 41,424 175 18,544 14 3,808

Grand total..... 65,910

WEEKLY INDEMNITY CLAIMS PAID JANUARY 1, 1913.

Cl'im	Div.	Name	Amount Paid	Cl'im	Div.	Name	Amount Paid
*864	491	T. C. Henry, Adv.	\$150 00	916	724	J. D. Bennett,	\$ 6 43
865	511	Geo. D. Prince,	17 14	*917	539	Robt. H. Dennis, Adv.	200 00
866	512	Monroe Krewson,	51 43	918	177	Walter F. Hughes,	82 86
867	8	H. Drisler,	122 86	919	740	Patrick B. Lavery,	20 00
868	156	J. H. Craig,	25 71	920	178	Ed F. Burke,	31 43
869	218	M. S. Fletcher,	8 57	921	527	W. J. Linville,	90 00
870	177	C. H. Coleman,	21 43	922	372	E. J. Scheldler,	48 57
871	515	W. R. Hollingsworth,	122 86	923	301	W. F. Monroe,	48 57
872	11	L. G. Kersey,	12 86	924	408	E. S. Mankin,	26 79
873	514	T. J. Fogarty,	25 71	925	100	S. A. Stewart,	5 36
874	309	Jas. L. McCauley,	140 00	926	999	W. G. Prince,	34 29
875	4	E. A. Campbell,	60 00	927	423	W. W. Giles,	17 14
876	261	J. T. Pattie,	11 43	928	177	E. L. Hays,	48 57
877	351	Louis P. Carvell,	30 00	929	17	A. B. Frame,	38 57
878	185	E. Carman,	22 86	930	609	O. F. Covatt,	28 57
879	399	J. A. Resseguir,	180 00	931	609	C. P. Stevens,	45 71
880	427	Thomas Daly,	354 29	932	609	Harry C. Freeman,	34 29
881	230	Dave Coker,	22 86	933	609	J. F. Reed,	34 29
882	178	J. F. Williams,	45 71	*934	788	Fred M. Love, Adv.	140 00
883	291	C. D. Maxey,	42 86	*935	568	A. L. Cooper, Adv.	200 00
884	130	F. B. Watkins,	194 29	936	491	Nis Nissen,	60 00
885	178	C. W. McCormick,	34 29	937	788	T. C. Snyder,	388 57
886	320	Robert Lovett,	17 14	938	788	J. D. Davidson,	37 14
887	78	L. D. Ryan,	28 57	939	448	James Kelley,	28 57
888	78	Sam'l Humberstone,	34 29	940	820	H. A. Good,	65 71
889	177	J. T. Hollis,	28 57	941	155	John N. Edwards,	17 14
890	363	Chas. Clavel,	60 00	942	372	John M. Dowd,	1040 00
891	336	P. J. Burns,	40 00	943	591	B. F. Winter,	22 86
892	202	W. W. Sturman,	40 00	944	789	L. B. Fuller,	260 00
893	417	F. W. Crane,	77 14	945	307	S. S. Crews,	60 00
894	569	J. C. Hartzler,	100 00	946	86	G. F. Durlinger,	36 43
895	430	E. W. Cottrell,	14 29	947	86	Geo. M. Nelson,	14 29
896	14	James Brown,	30 00	948	368	W. F. Robinson,	80 00
897	555	Wm. E. Rash,	142 86	949	86	Wm. Rodgers,	65 71
898	391	H. G. Woodworth,	20 00	950	8	Wm. Haines,	25 71
899	603	Thos. O'Brien,	42 86	951	177	W. T. Fullington,	22 86
900	365	Rufus S. Richey,	25 71	952	427	A. J. Fetterly,	114 29
901	190	W. H. Harrell,	34 29	*744	107	J. T. Downs, Adv.	90 00
902	494	Ernest Dow,	40 00	183	408	Jas. A. Beverage, Bal.	130 00
903	11	L. G. Kersey,	11 43	697	746	J. M. Cran, Bal.	240 00
904	434	Tom Milan,	160 00	*518	177	W. D. Lewis, Adv.	200 00
905	226	A. G. Haines,	185 71	*391	48	G. W. Lutes, Adv.	120 00
906	372	P. Rothenbach,	34 29	*515	86	J. H. Blackwell, Adv.	190 00
907	155	Wm. J. Reedy,	14 29	*79	487	Jos. C. Reynolds, Adv.	150 00
*908	215	M. H. O'Hearn, Adv.	700 00	844	703	H. L. Powell, Bal.	440 00
909	181	C. W. Swain,	23 57	275	262	Ludwig Johnson, Bal.	220 00
910	811	Fred H. Schultz,	55 71	*671	265	J. L. Wysong, Adv.	60 00
911	31	A. R. Singletary,	42 86	*764	336	E. M. Burns, Adv.	200 00
912	313	Robt. J. Starbeck,	94 29	*967	267	M. T. Steele, Adv.	100 00
913	27	Peter O'Connor,	120 00				
914	539	P. M. Cooney,	22 86				
915	511	John C. Stewart,	45 00				
							\$ 9743 61 9743 61

Total number of Weekly Indemnity Claims, 88.

*Number of advance Payments on Claims, 13.

INDEMNITY DEATH CLAIMS PAID JANUARY 1, 1913.

Cl'im	Div.	Name.	Amt. Paid
100	391	W. I. Beach,	\$1500 00
			\$1500 00 \$1500 00
Total number of Death Claims, 1.			\$11,243 61

Weekly Indemnity Claims paid from Dec. 1, 1906, to Dec. 1, 1912,\$408,563 20

Indemnity Death Claims paid from April 1, 1907, to Dec. 1, 1912, 176,708 57

\$585,271 77 585,271 77

\$596,515 38

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y & Treas.

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NUMBER 3

The Resurrection of the Master.

REV. A. MESSLER QUICK.

He is risen! Speed the message,
On the waves of Easter song,
While the echoes of redemption
Their refrains of joy prolong.
"Death no more o'er life victorious,"
Boasts the Savior's empty tomb,
Dawn of day and life immortal
Drive away the dreadful gloom.

He is risen! Swell the anthem
At this joyous Eastertide;
Now is perfect our salvation,
Heaven's gates are open wide;
Buoyant hope dispels despondence
In the hearts of those who weep,
For the tomb has lost its terrors,
Death is naught but tranquil sleep.

"Resurrection of the Master!"
Peal the bells of world-wide joy,
Saints enthralled, throw off your fetters,
Powers of life again employ;
Quickened now by grace and power,
Christ confers a purchased right,
At the great archangel's summons,
Join the hosts in realms of light.

He is risen! We shall see Him
Seated on His ancient throne;
Oh the transport of the vision,
As He bids us hither come.
All ye hosts of shining angels
Strike your harps and with us sing,
While with gladdened hearts we render
Alleluias to our King. —*Gospel Herald.*



GARDEN OF GETHSEMANE, PALESTINE.

Easter as Observed in Other Countries.

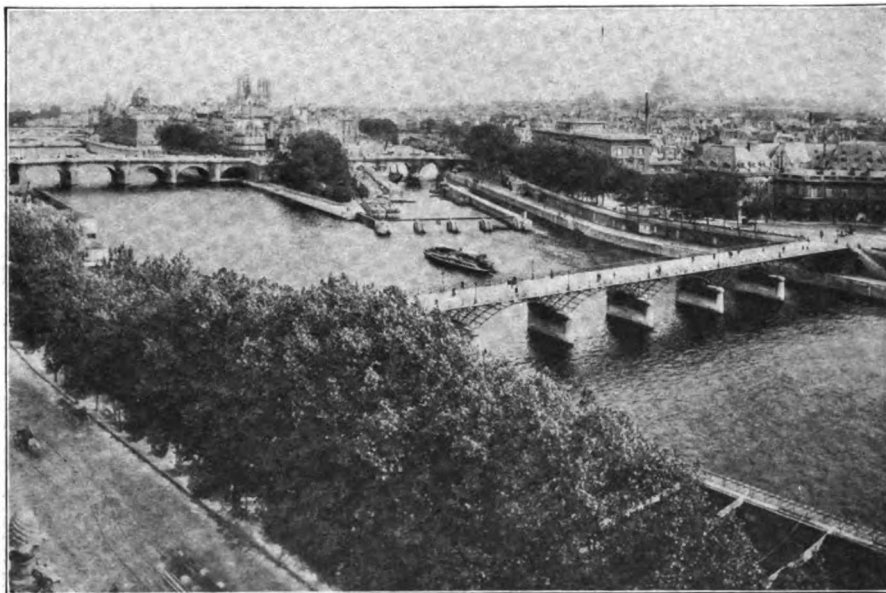
BY COMO, IN *THE SUMMARY*.

What is the meaning of these shouts and cries? Ah! I recollect, it is the carnival time and the Parisian maskers are making merry. One of the two young men accompanying me made this remark.

We arrived at Paris on February 20, the last day of the Parisian carnival, and a person who has witnessed a Parisian carnival can imagine what impressions we received when entering Paris. Sur-

splendor is Prince Carnival surrounded by the nine Muses who throw sweets and flowers among the followers. The wagon is drawn by four black horses and attended by many gay maskers. The second wagon is occupied by the "Statue of Liberty"—a fascinating maiden who holds a sword in her hand on which the words "Vive la Republique" can be plainly seen.

The procession consists of about 150 wagons in all, and each represents a scene taken from mythical or historical literature. There is no special arrange-



PANORAMIC VIEW OF PARIS, FRANCE.

rounded by crowds of maskers, pushed, struck with bonbons, perfumes and flowers, we made our way to a hotel. After having rested awhile, we set out for the square from which Prince Carnival with his retinue starts for his camp. The procession of art wagons and the picturesque displays of the maskers make a magnificent scene. At the head of the procession can be seen about 50 men on horseback attired as heralds, and each one sounding some musical instrument. The art wagons are decorated with silk curtains and exquisite gold ornaments on all sides.

Seated on the top of the first wagon and bearing all the adornments of regal

ment of these wagons as to their place in the procession; on one is "Jack and the Giant," on the next "Jesus distributing bread to the poor."

During the progress of the procession the accompanying crowd has mainly endeavored to make as much noise as possible, but on arriving at the large square designated as the camp, the tumult is beyond description. Groups of maskers on foot, on horseback, or in carriages are pushing, yelling, singing, shouting and sounding musical instruments, each trying to attract the most attention and excite the most envy.

The whole of the city's population seems to have forgotten its sorrow, and

has given itself up to pleasure. Every one is masked, the varieties of which range from the wandering minuette singers attired as pages, to the mounted knights shrouded in the full armor of the cavalier.

We leave Paris to the pleasures of the carnival season and proceed to Rome; we are convinced, however, that no stranger having once witnessed it, will ever forget the bewildering tumult of a Parisian carnival.

Rome! No one can imagine our emo-

The streets in Rome are very narrow and dirty. The most prominent street is the Corso, sometimes used as a race track and carriage promenade. It is about a mile in length and extends from the Piazza del Popolo to the base of the Capitoline Hill. There are many churches in Rome, and the eye rests with delight on the magnificence of their interiors. The colored marbles in the walls, the large columns that support the naves, the beauty of the paintings of the altars, the precious stones that inlay



RUE DE RIVOLI, PARIS, FRANCE.

tions as we gaze on Rome for the first time; seeing before us the Eternal City, the land of the poets and heroes, the metropolis of the ancient world. Looking to the south we see a great range of hills and the famous "Mt. Albanus" on whose summit once stood the splendid temple of Jupiter. To the east of it we see the Sabine Hills where the Sabines once mourned for their lost wives and daughters. The "Campagna di Roma," once the most luxurious in the world, now stretches its ruins on the base of the hills as far as the eye can reach, with only ruins of gigantic structures to tell stories of its former splendor.

the shrines, the magnificence that decorates the chapels and the rich Mosaic pavements that cover the floor have given the churches in Rome the honor of being the most beautiful in the world.

We pass the beautiful obelisks, aqueducts and palaces of ancient Rome, and next visit St. Peter's church, which is said to be the most beautiful and costly in the world. We cross several narrow and dirty streets of the "Campo Majo," then cross the Tiber by the Ponte San Angelo, and before us is St. Peter's; standing in front of the church it has rather the aspect of a palace. We enter by one of the five entrances, and the

interior resplendent in light and beauty confronts us. At first we are surprised by the seeming smallness of its size, but after walking up its long naves and looking through arches upon views of chapel tombs and altars of surpassing splendor, we feel that it has not its equal in beauty. We stand beneath the lofty dome which rises above our heads and around whose golden vault the figures of the Apostles appear enshrined in glory. We look down upon the tomb of St. Peter, where among a thousand never

church. We entered the church about 9 o'clock and were lucky enough to secure seats by giving several coins to the usher. The church is in semi-darkness and the people are praying in silent devotion.

We look around hoping to catch a glimpse of the Pope, but without reward. After about an hour of waiting the organ plays, more than a thousand candles light as if by magic, and the Pope attired in his papal robes stands among the worshipers.



NOTRE DAME CATHEDRAL, PARIS, FRANCE.

dying lamps the mortal remains of the Apostle repose. From every side and corner brilliant pictures look down upon us. Yet with all its splendor the church is not overloaded; while its richness charms the eye, its purity and harmony satisfy the taste.

Easter arrives and the population of Rome is on its way to church before day-break. The poorer classes go to St. Agnes, St. Stefano and the church of Santa Maria, while the better classes go in enormous crowds to St. Peter's, where an unusual spectacle awaits the Easter visitor as the Pope appears this day in

Let me pass over the impressive Easter service and the procession held in the afternoon and evening by chanting priests and boys. Everybody is attired in his best cloth, everybody joyful and in good humor, because on this day Christ the Redeemer did arise. Even the very poor are enjoying their Easter, as not only large sums are distributed among them but they are also fed and some receive new clothing. Easter is the only day of the year on which some of the poor eat a full meal. The number of beggars and begging invalids in Rome is enormous and the stranger meets crowds of trained

beggar boys and girls at every street corner. If a visitor refuses to give alms he is cursed and sometimes threatened, but if he does give alms it is much worse for him, for in this case he is followed by a wailing crowd gradually increasing, and crying for alms or food, and the unfortunate traveler can only save himself by jumping into a passing cab. We remain in Rome three days, after Easter, admiring all the ruins of palaces, tombs and arches of ancient Rome, and taking a last view of the country of which the poet says:

seated on her deserted hills, in the middle of her ruins and the mouldering monuments of her power, seems silently to mourn over the fall of the city of her greatness. We behold the hills, now heaped with the ruins of the Campagna, the plain of the Latium, bounded by its storied mountains and the distant windings of the yellow Tiber. We admire the grass-grown Forum at our feet with its overthrown temples and triumphal arches fast mouldering to decay; the broken walls of the Senate House, the Palatine Hill which once contained infant



ISLAND OF THE TIBER, ROME, ITALY.

"Thou stranger; who for Rome in Rome here seek'st,

And naught of Rome in Rome perceiv'st at all.
Those same old walls, old arches which thou seest,
Old palaces—is that which Rome men call.

Behold what wreck, what ruin, and what waste,

And how that she, who with her mighty power
Tamed all the world hath tamed herself at last,

The prey of time which all things doth devour.

Rome living, was the world's sole ornament,

And, dead, is now the world's sole monument."

Our last day in Rome arrives and standing on the summit of the lofty capitol, we behold again its dying splendor. To the north, the east, and the west, the modern city extends, but to the south ancient Rome reigns alone. "The time stricken mistress of the world," sadly

Rome, now overspread with the shapeless ruins of the palaces of her tyrants. We see the gigantic circle of the Coliseum and the massive ruins of the Baths of Caracalla. Such is the prospect that extends before us to the south. We look down upon every spot rendered sacred by the early history of Rome, and it is delightful to trace the romantic events of that heroic period.

From Italy we journey to St. Petersburg, the capital of Russia. The Russian aristocracy takes one of the first ranks in society, and the educated Russian speaks at least three different languages, Russian, French and German. The

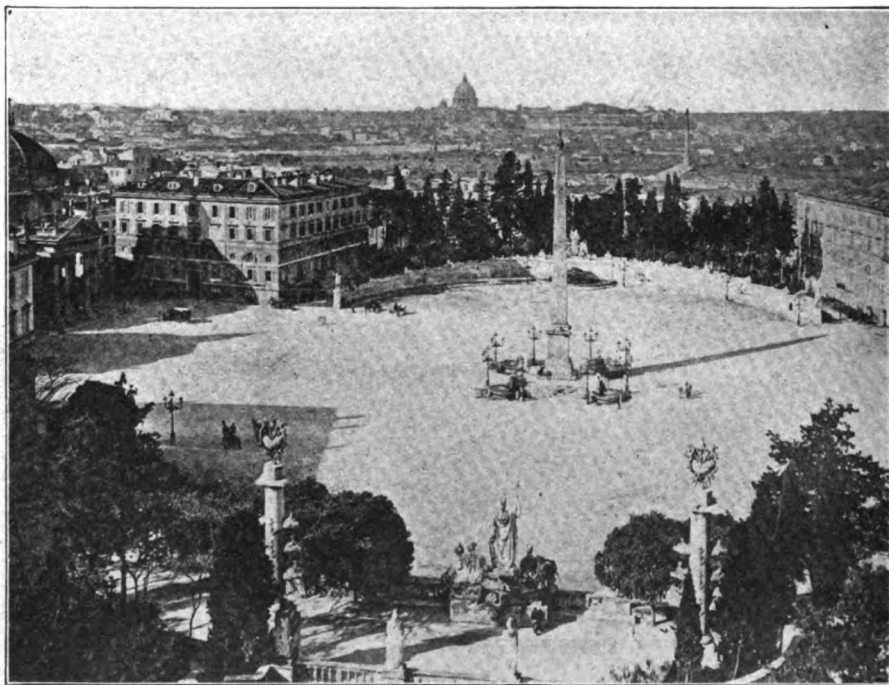
drawing-room language is almost always French, and among some of the families the children are taught to speak German or French before their own language. The wealthy Russians rise late in the morning and go to bed very late at night. In the morning they have their cup of cocoa served in bed, and rising about 10 or 10:30 o'clock, they take their *dejeuner a la fourchette* after taking a ride on horseback through the park.

Easter in St. Petersburg is quite noisy,

"Christ has risen," he kisses her on both cheeks.

It is interesting to watch some girls vainly struggling against the kisses, some indifferent, some only too willing to be kissed. Easter in St. Petersburg is a very merry holiday and the life very gay.

Easter in Christiania, the capital of Norway, is celebrated very quietly. Their language is Norwegian, but the majority of the people in the cities speak German. On Easter morning the father of the family goes through his garden hiding



PIAZZA DEL POPOLO, ROME ST. PETER'S IN THE DISTANCE.

and the bells are ringing from each one of the numerous churches. It is especially a holiday for the young people, for on this day they are allowed liberties which on any other day would be considered rude. The young men in their best clothing start out early to watch the young girls go to church, as on this day they are allowed to kiss each other in public, and we amuse ourselves by watching the scenes. Along the street walks a proud young lady with her prayer book in her hand, but from the opposite corner a tall young man has been watching her, and suddenly with the exclamation

colored eggs, which are eagerly looked for by the children. It is amusing to watch the children looking for the eggs. One is found in the hedge, one in the corner near the summer house, and another is hidden behind a stone. A shout of joy is heard each time an egg is found by one of the seekers, but a look of disappointment appears on their faces if they cannot find an egg where they found one the preceding year. Here we visit family friends and enjoy at dinner the "Fuske Bollers" and "Knickebroe," the Norwegian national food. After dinner we visit "Thorwaldsen Museum" and the

evening we spend at the charming palace of the "Tivoli."

Easter 1900 found us in the City of Mexico, where Easter is celebrated in quite a different style to that in Europe. Early in the morning several guns are fired off, and the church bells begin to ring. After the service at the church the holiday begins. At the Plaza a military band plays and you can see a large number of ladies and gentlemen promenading around the orchestra, or sitting at one of the numerous tables taking refreshments. In the streets can be seen

celebrated two days, and in Mexico on the second day a bullfight generally takes place, to which the population from the country come in large numbers.

A Pardon.

BY HARRY VON AMBERG.

(Copyright, 1910, by American Press Association.)

"You, boy! Come out o' that and help bring on the wood."

So called the mate of a steamboat on the Mississippi to a pale-faced boy lying in his bunk. It was at night, and the weather was stormy.



ST. ISAAC'S CATHEDRAL, ST. PETERSBURG, RUSSIA.

the gayest of life. Cowboys coming to the city with their broad new hats are seen promenading up and down the main streets, Indians with their blankets and baskets are selling fruit to the people, half-breed women, attired in cheap silk skirts but ragged waists, wearing imitation diamonds as large as hazel nuts in their ears, are trying to attract attention. Blind beggars and invalids with their violins and hand-organs are trying to beg as much money as possible, and military men attired in splendid uniforms can be seen in the streets leading their sweethearts to dancing halls. Easter in Mexico, like in the European countries, is cel-

"I can't; I'm sick."

"You hain't goin' to work yer passage on this yere boat sojern there. Git up, I say, and carry your load."

The boy made a feeble attempt to rise, but failed. The mate seized a stick of wood and held it over the invalid.

"You git up or I'll brain you!"

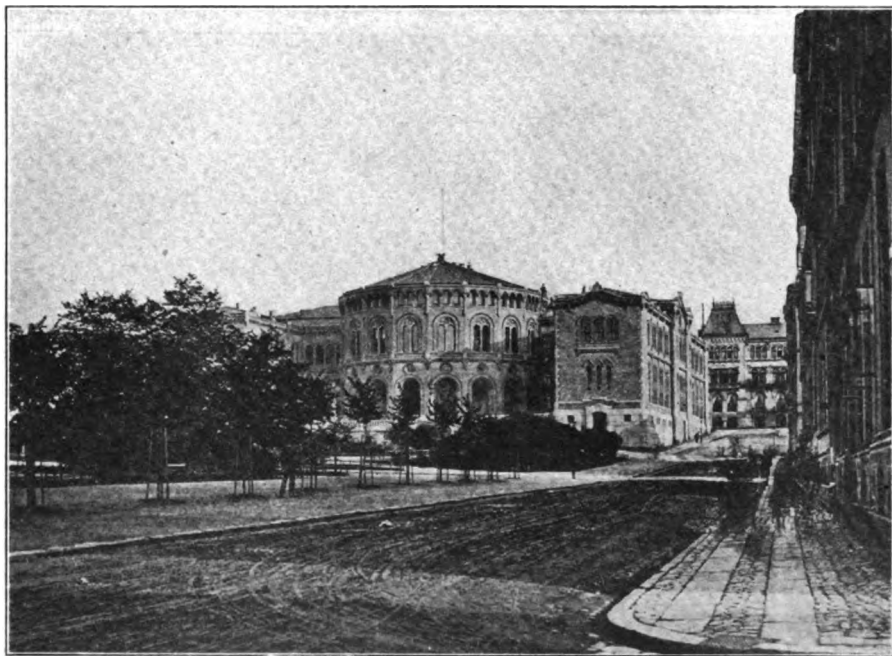
Fear gave the boy additional strength, and he managed to pull himself out and stagger over the gangplank to a wood pile which the deck hands were transferring to the boat. He worked as best he could till the task was finished, then crawled back to his bunk and fell fainting in it.

This boy, Robert Stewart, was so poor that in order to get from New Orleans to St. Louis he was obliged to work his passage on a steamboat. The mate was a powerful man, and the boy who was ill with a fever was completely at his mercy. What made the act still more brutal was that there were plenty of deck hands to do the work without calling out a sick boy. There was something fiendish in the mate's nature that led him to this act of cruelty.

Years passed meanwhile. That sick

plicant for pardon. He was a large, powerful fellow, and the moment the governor looked at him he started. Then he scrutinized the criminal long and closely. Without speaking he turned to his desk, picked up the paper on which the man's pardon had been made out and wrote his name at the bottom of it. Before handing it to the prisoner he said to him:

"I fear it will be useless, perhaps wrong, for me to grant you this pardon."



PARLIAMENT HOUSE, CHRISTIANIA, NORWAY.

boy was moving in one direction, while the mate who had tyrannized over him and had nearly cost him his life was moving in another. The one was rising, the other sinking. Schooled in adversity, Robert Stewart possessed that within him which enabled him to triumph over obstacles, the hardships he had endured furnishing a spur to send him onward and upward. Successful in his own affairs, the people intrusted him with theirs. In time his name became known to all in Missouri. He rose to be governor.

One day a man was brought to the governor from the penitentiary as an ap-

The man stood stolidly waiting to know the governor's reason.

"You will commit some other crime and soon be sent to the penitentiary again."

"No, governor; I promise you that I will not."

The governor looked doubtful. He was apparently turning something over in his mind. Finally he said:

"You will go back on to the river—as mate on a steamer, I suppose."

"Yes, governor; I'll go back to work at any position I can get and do the best I can."

"Well," the governor continued, "be-

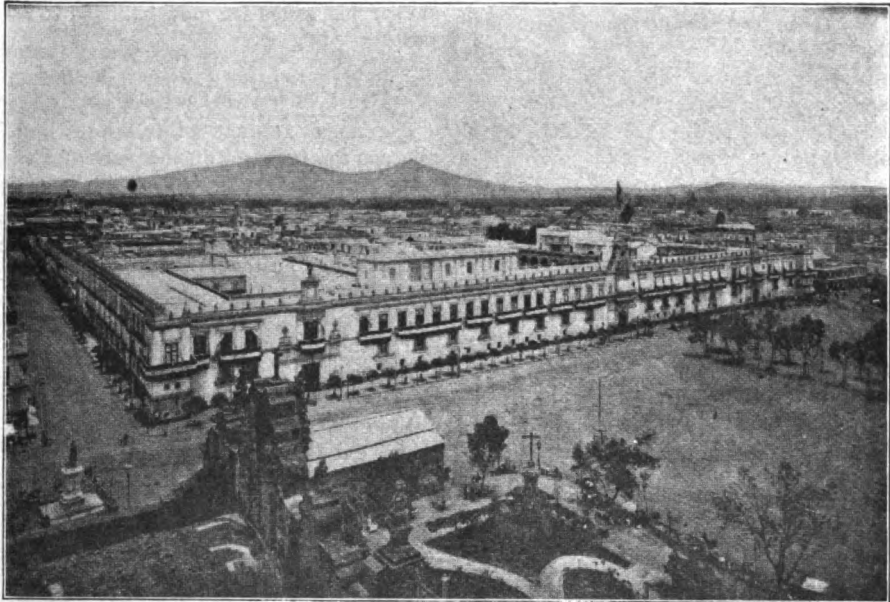
fore I pardon you I wish you to make me a promise."

The man looked interested and waited. The chief magistrate was in no hurry. The mass of business awaiting his attention was forgotten in this pardon case. There must be something in it to move him so strangely. For a few minutes there was a faraway look in his eyes. He seemed to be picturing something. That it was a painful scene was evident from his expression. Then he turned to the criminal and said impressively:

that boy out of his bunk and forced him to carry wood.

"Now, there are two reasons why I don't wish you to do that again. The first is that I desire any boy you might so treat to escape your cruelty. Another time it might cost him his life. The second is that he might become governor of his State and you might commit another crime and come before him with an application for pardon."

The man stood looking at the governor, a faint glimmer of memory struggling in his brain. But with a life of so many



PANORAMIC VIEW OF THE CITY OF MEXICO.

"I wish you to pledge your word that when you go back to the river as mate on a steamboat you will never drive a sick boy from his bunk to load your boat on a stormy night."

The criminal looked at the governor in a vain attempt to understand why he imposed upon him such a singular condition. Then he made the required promise, asking at the same time for an explanation. Finally the governor gave it:

"One night many years ago you were mate of a steamboat running between New Orleans and St. Louis. On that boat was a boy sick with a fever. One night when the wind blew cold and the rain came down in torrents you drove

brutal acts behind him it was hard for him to remember one which at the time he had considered of so little importance.

The governor then handed him his pardon.

"I was that boy," he said. "That document was my revenge. But another time the governor's revenge might be of a different kind. The pardoning power is lodged in the chief magistrate alone, and another governor might see fit to refuse clemency. Go! Try to earn an honest living without brutality."

The criminal slunk away, but whether or not the lesson had any effect on him there is no available record.

St. Patrick's Day.

One thousand, four hundred and fifty-three years ago, on March 17, according to the most trustworthy accounts, the death and beatification of Saint Patrick took place. That is why, on the anniversary of that event, the shamrock is worn by every loyal Irishman. If he cannot obtain a genuine leaf from old Erin, he wears the best imitation he can find, and if he can get no shamrock, real or counterfeit, he wears a green necktie or a strip of green in his coat lapel.

It was the Duchess of Buckingham and Chandos who, in voicing her majesty's sentiments, wrote these lines, which on each recurring Saint Patrick's day find warm response in the hearts of the Irish soldiery:

We're the most uplifted regiment,
Bedad we're mortal keen!
The shamrock's in our forage caps
By order of the queen!

This song bears date 1900, for it was in the last year of her reign that Victoria, just before her memorable visit to Ireland, gave orders that her Irish regiments were to wear the shamrock in their headgear on Saint Patrick's day. That raised the national emblem of the island officially to the heart-high position it had ever held in sentiment. It was a small and easy thing to do, but it made the tiny three-leaved plant popular as it never was before.

In spite of all ingenious attempts to discredit the beautiful story which represents the patron saint of the Emerald Isle as using the shamrock for an illustration of the Holy Trinity, in spite of the learned debates and academic differences of such scholars as Bentham and Britten, Colgan and Cook, your true Irishman the world over will ever cling to the chosen leaf which grows in the "moss, the moor and the mireland" of his old home, and the public indorsement of a queen surely did not weaken that affection.

Dear Shamrock of Erin so sacred and green,
Though ages of sorrow thy past years have seen;
From childhood's bright morning to manhood's decline

Thy leaflet we wear o'er our hearts ever thine.

In Moore's poem on the shamrock he tells of the "triple grass" which

Shoots up, with dewdrops streaming,
As softly green as emerald seen,
Through purest crystal gleaming.
O, the Shamrock, the green immortal Shamrock!
Chosen leaf of bard and chief,
Old Erin's native Shamrock!

By many of the faithful in Wales and elsewhere Irish soil is imported to keep away serpents, and it has been declared that a bite of Irish clay will kill a snake.

Patrick's labors in Ireland lasted more than 30 years. In Downpatrick, near the place where as a slave he once tended sheep, his ashes are now believed to repose.

In Down, three saints one grave do fill—
Patrick, Bridget and Columbkille.

The mere student of folk-lore little guesses the feelings of the son of Erin who bears the shamrock in his cap or wears it on his breast. To him it embodies all the religious and romantic, mythical and national ideas which ever have stirred in the souls of his forefathers. The great love for the plant inspired the famous ballad "The Wearin' o' the Green," which tells that "They're hangin' men and women for the wearin' o' the green." This did not mean, of course, that people were being hanged for that, but it was poetical exaggeration implying their willingness to die, if necessary, rather than give up wearing it.

For the last half dozen years, under the inspiring influence of the Shamrock league, happily instituted and even more happily carried on by the Countess of Limerick, there has been an unprecedented demand for the Irish national emblem. Thousands upon thousands of little green boxes filled with tiny bunches of the trefoil have annually been packed by that great-hearted woman and her friends and sold the world over, the proceeds going to aid disabled Irish soldiers and the destitute relatives of those Irishmen who have fallen in battle. Last winter nearly 300 of the poor in counties Clare and Limerick alone tided over the hard weather on the profit derived from the patriotic sale of shamrock.

And where does all the shamrock

come from? It grows wild in every county of Ireland. Along the mountains, in the old hill pastures and in the venerable meadows, it may be picked in small quantities as early in the year as February 25, and a fortnight later in luxurious abundance. The tiniest and therefore the most prized variety is usually found along the bank of a dry ditch where there is no grass, for the poorer and more arid the soil the better the shamrock. Not a bairn in Ireland but knows all the best places near his home to look for the little green leaf. It is the children who are the gatherers. For days just before the good saint's festival the hills around Stepaside and Stillogan and the Scalp will be dotted over with the industrious diminutive toilers whose profits may in no case exceed two dollars, but who are supremely happy in their patriotic task.

There are national emblems that may be eaten. Not so the shamrock. A man may eat a leek and enjoy it, a Scot might even try a thistle, but an Irishman must drown his shamrock. That is as sure as is March 17 itself.

BALLYHOOLEY "LEMONADE."

A joke was played on Arthur Balfour on the first St. Patrick's day of his tenure of the Irish chief secretaryship. A



BRO. CHAS. MORGAN, DIV. 590, HUNTING IN THE MAINE WOODS, BRINGING IN A DEER.

cigar box, delivered to him at the House of Commons, contained a bunch of shamrocks, "From a sincere Irish admirer." But, to the terror of his secretaries, the box was also found to contain a wicked-looking steel spring, covered with a queer white compound. A chemical expert



BRO. CHAS. MORGAN, OF DIV. 590, AND PARTY HUNTING IN THE MAINE WOODS. Captured 19 deer and a bull moose weighing 950 pounds.

—Courtesy C. M., Freedom, Pa.

was called and he examined the "infernal machine"—everybody momentarily expecting an explosion. The puzzled chemist, venturing to put a particle of the compound on his tongue, found it was simply sugar impregnated with lemon. He then turned the box upside down and out rolled a rusty corkscrew, a spiral spring and an old nutmeg grater. There was also a scrap of paper inscribed: "Buy the whiskey yourself; you can then concoct the famous lemonade of Bally-hooley and drink to ould Ireland."—*Western News Union*.

Her Birthday Violets.

BY NELL SPEED.

(Copyrighted, 1908, by Jessie Morgan.)

Naturally the new boarder had been seated beside the landlady's favorite, Miss Imogene Goldberg. Mrs. De Lan-
cey firmly believed that Miss Goldberg's high blonde pompadour and rhinestone dog collar lent eclat to her establishment.

But, oddly enough, Jane Williams, whose hair was parted demurely in the middle and who wore her grandmother's old-fashioned locket under her plain pongee shirtwaist, realized that the fine gray eyes of the new boarder were looking her way frequently and intently.

She tried to analyze her feelings with the salad, and when the coffee—such thick yet spiritless coffee—was served she decided that it was embarrassment and not a memory which stirred her whenever the gray eyes glanced her way.

Still at the conclusion of the meal she climbed three uncompromising flights of poorly carpeted stairs to her hallroom and drew from her trunk her small but treasured box of photographs.

There they were; the father who had died the year of her graduation, the mother who had left her alone to fight the world only 12 months before, a couple of aunts who had forgotten her in the needs and pleasures of their own children, several teachers and three girls in her class at the high school.

But there was no picture with masculine eyes that could possibly have resembled the gray ones which had watched

her gravely across the table in the dingy dining-room.

"I am getting moody," she said to herself as she prepared for bed. "I must turn over a new leaf. Tomorrow is my birthday. I can't afford to turn sour and old maidish at 21. When I go back to the office on Monday morning I'll be more pleasant and make friends with the other girls. I've been living too much in dreams of the past."

Yet when she fell asleep it was the dream again of the past. It was her birthday, the first party in celebration of that day which she could remember with any sort of distinctness.

She was dressed in pink tulle all spattered with paper stars, and there were pink candles on the birthday cake. No one knew why an ordinarily well behaved and unmischievous child should do such a thing, but she suddenly decided to steal into the dining-room and light the birthday cake before the "party came in."

The match sputtered and jumped. She tried to climb quickly from the chair, but the tiny flame was quicker still. In a flash the pretty pink tarlatan blazed up far above the candles, and then she forgot everything in her fright until she felt someone rolling her over and over on the carpet and battering her with his coat, and that had been Willie, the cavalier of her wee girlhood.

She remembered how her mother kissed Willie and cried over him, and he had "poohpoohed" with very red face and shuffling feet. Their adventure was handed down as one of the traditions of the town, but when she was 12, Willie went away to live with his grandfather Gray in the far West.

Later they had gone to Mexico, and Jane had lost track of them, although never forgetting in her own hard struggle for a livelihood.

And Willie had big gray eyes, just like those of the new boarder. She woke with a start. Now she knew why this man had attracted her attention. Of course the world was full of men with gray eyes. There were not colors enough to go around. Some must be duplicated, and it was very silly of her to think about Willie any more. Doubtless he

was married even now to some dusky senorita whose father owned valuable silver mines.

So she turned over and fell asleep again, not to awaken until some one tapped at her door and the maid, with new respect in her bearing, entered, carrying a huge purple box.

"This here package's for you, Miss Williams," she said, but holding it as if loath to yield it to its rightful owner. "An' bein' as its Sunday mornin' an' Miss De Lancy gone to church, I'll bring you a cup of coffee an' some toast up here."

For all the world loves a lover. And are not violets and lovers synonymous?

Jane sat up in bed and reached for the box.

"Never mind about the coffee. I've overslept, but I'll be down in a few minutes."

She was undoing the box with trembling fingers, and the maid, all unnoticed, lingered curiously. Out came a great bunch of California violets done up in the most approved fashion—purple foil, cord, tassel and all.

"For me? Impossible! And there is no card."

She turned to the lid of the box.

"Gabrielle."

The florist around the corner!

Oh, it had been a cruel mistake. No one in the great city knew it was her birthday, and none would care if they knew.

"Now, Jane Williams," she said as sternly as was possible with a mouth half full of hairpins, "right after breakfast you'll take that box back. It belongs to some other Miss Williams."

And it went back, the excited girl rushing right past the new boarder in her haste—and, yes, in her tiny heart an ache that the flowers were not meant for her.

"Gabrielle" spoke a most impossible dialect, and he did his little worst to make Jane understand that there had been no mistake. But Jane firmly refused to carry the flowers back with her, and, just to convince herself that she was satisfied with what she had done, she walked half an hour in the

park, returning to find the box standing on her shabby bureau. Again she opened it, and this time an engraved card met her gaze. "Mr. Frederick W. Grey," and beneath was the penciled legend: "Birthday wishes, and may I see you soon? I am waiting in the parlor now, if you care to come down."

"Frederick W. Grey?"

That must be the red headed assistant bookkeeper who was "Freddy" to every one in the office save herself. She had never heard his last name. Of course she would see him and thank him, though she could not imagine how he had known about her birthday.



BRO. JAS. LAIDLAW, DIV. 369, WITH BLACK BEAR TROPHY OF HIS HUNTING TRIP IN WISCONSIN.

—Courtesy Bro. Frank Hammil, 369.

Tucking the lovely flowers into her belt and giving a few deft touches to tie and hair, she tripped down to the parlor.

But only the new boarder, he of the fine gray eyes, was there to greet her, and he certainly stood at attention as if waiting for her.

She held the card in her hand and looked about inquiringly.

"Jane—little Jane Williams—don't you know me?" demanded the new boarder.

Then suddenly something new and strange pulled at Jane's heartstrings and at memories long dead. Something new and wonderful bounded through her veins.

"Willie—little Willie," she almost sobbed. "Oh, if you'd tied the flowers

with pink tarlatan I would have remembered!"

It took him so long to tell her all about it—of his wandering with his eccentric old grandfather from mining camp to mining camp, from Mexico to Peru and Chile, of fortunes made and lost and found again, and of how the grandfather, growing more and more bitter against the recreant husband of his only daughter, had insisted that the grandson have his name changed by the law from that of his father's family to his mother's.

Then followed the story of how he had gone back to the old town directly his grandfather had departed on the last long journey; how no one seemed to know where she had gone, and how he had finally traced her to Mrs. De Lancey's and had come there unannounced to make sure that he would be welcome—that she had not changed—and had not found some one else.

"Oh, Willie!" she sighed contentedly from a comfortable resting place on his shoulder. "Just as if there had ever been any one else since I lit the birthday candles!"

They had pre-empted the tawdry cozy corner, and by that time Mrs. De Lancey had come back from church, donned her pink silk negligee and was staring at them accusingly from the center of the ugly red and green parlor.

But when you have fine gray eyes you generally have the courage to announce your intentions, and Frederick William Grey did it so effectively that Mrs. De Lancey wiped her tears on the flowing sleeve of her pink negligee and shook hands with them both; then turning her back on the cozy corner, for once put to its legitimate use, she departed, murmuring: "Well, you never can tell what sort of girl will land a man. And her hair so plain and her face so pale too!"

The Willow Teapot.

BY CLARISSA MACKIE.

(Copyright, 1910, by American Press Association.)

Although the Horner sisters had lived in the same house for forty years, during

twenty of those long years they had never exchanged a word.

No one in Rosedale knew why Abigail had suddenly taken up her residence in the north wing of the old house and Sophia had settled her belongings in the sunny south half. At the time conjecture had been rife, but the nine days' wonder had settled into a strong conviction that they had disagreed over the "prop'ty," for it was shortly after old Judge Horner's death that the estrangement began.

Every Sunday morning the sisters stepped primly down the graveled path to the gate and in wordless silence wended their way to church and up the aisle to the Horner pew. In vain had the pastor remonstrated with them singly and together. While open to reason and conviction on every other point, they were dumb regarding the cause of their wordless strife.

It was June now, and Sophia was digging among her pansies. She was slight and pale, with a pleasant, mild face that now and then startled one by settling into firm lines around the mouth. Abigail's features were cast in a sterner mold, and the lines about her mouth were deeper, and this characteristic feature in both sisters was known as "Horner spunk," and it was generally agreed that "Horner spunk" was at the root of the trouble.

Abigail stood under the cedars with a copy of the county paper in her hand. See was slowly reading an article for the fifth time:

The Rev. Paul Weemers, pastor of the Park Methodist church, New York, will preach in the First church at Rosedale on Sunday evening next. It will be remembered that the First church of Rosedale was Mr. Weemers' first charge, and his return will be the occasion of much pleasure to his old friends and parishioners. Mr. Weemers will be accompanied by his wife.

She looked across the boxwood hedge into Sophia's garden. The news would interest Sophia as well as herself. Abigail thought of this as she stood there looking at Sophia's stooping form. There was a certain stern integrity about Abigail that urged her to break the long silence and to impart the news she had read to her sister. There was an under-

lying tenderness, too, toward her younger sister that the bitter resentment of years could not destroy. She resolved that Sophia should not be taken unawares.

She leaned over the hedge and dropped the newspaper under Sophia's nose.

Sophia squeaked with surprise as the paper rattled among the pansies, and there was blank astonishment in her nearsighted eyes as she lifted them to gaze upon the grim, uncompromising face of her sister.

The latter pointed to the paper with an old-time gesture of command, and Sophia, adjusting her spectacles, sought the wrong page with agitated eagerness. Then she turned the sheet, and presently a nervous cluck and the dull reddening of her cheek announced that she had found the item. In her excitement the younger woman spoke. "He will call," she said softly, as if to herself.

The next day was Saturday, and all day long Sophia's lavender muslin hung on the clothes line, bending and swaying in the soft west wind like a misty wraith of Sophia herself. Abigail looked sternly upon the dress. She had been on her way to the front chamber to look over a well preserved summer silk, but the sight of the dress seemed to proclaim the boldness of Sophia—a boldness that was unexpected and that seemed to rouse a stern maidenliness in the older woman. She reddened darkly and went hastily down stairs again.

In the solitude of her own front room she sat and thought. The stern upbringing of the Horner girls had discouraged the coming of suitors, and it was not until after their father's death that Paul Weemers came to preach at the First church. He had been equally attentive to both sisters, and it was perhaps natural that each should believe herself to be the preferred one and the other an interloper. When Paul received a call to a larger parish he came to say goodby, and when he asked old Hannah if Miss Horner was in the sisters appeared simultaneously. Suddenly Abigail was called away, and when she returned to the parlor the young minister had gone and Sophia was standing at the window with a bewildered look on her pretty face.

Then a white rage had taken possession of Abigail, and her tongue had loosed upon the frightened Sophia, who turned fiercely with upbraiding contradictions. After that scene, which no one witnessed, began the long silence. It was of these things that Abigail was thinking.

The next day was Sunday, and Sophia stepped down the path alone, her worn hymn book clasped in her mittened hands. She cast many anxious, backward glances at the north wing where Abigail's stern profile was outlined against the window pane; she was bent over the pages of the *Christian Work*, and it was evident she did not intend to go to church that morning. Sophia went on alone swinging her fresh muslin skirts and holding her head rather high, quite unaware that Abigail was watching her with accusing eyes of mingled pity and resentment.

Sophia did not know why she was hurrying to church that morning with a pink spot in either faded cheek, but her heart beat quickly, and she was conscious of a pleasant excitement at the idea of seeing Paul Weemers again. That was all. She fluttered the leaves of her Bible as she waited for the service to begin. She wondered vaguely where Mrs. Weemers would sit and concluded that she was the fashionably attired woman who sat in the minister's pew. She was a plump, pretty woman with dark hair waving back from a fresh, youthful complexion. Then Paul Weemers came in, and Sophia gasped with surprise. He was rather stout and much older, and his hair and beard were quite gray.

The next morning while the sisters were attending to their separate household duties the doorbell toned dismally. Abigail went into the front hall and, peering through the side window light, saw a man in clerical garments accompanied by a woman. She paused for a moment with a hand on the knob, then she opened the door.

"Now, Miss Abigail, I don't believe you recognize me!" exclaimed the man heartily. "I didn't see you at church yesterday, although I am sure that I recognized your sister."

"Mr. Weemers, isn't it?" asked

Abigail coldly. "Won't you come in?"

"Yes, and this is my wife; my dear, this is Miss Horner, one of my old friends and parishioners."

"I have heard my husband speak of you and your lovely old house, Miss Horner," said the lady pleasantly.

They went into Abigail's cool parlor.

"Where is Miss Sophia?" inquired Mr. Weemers with evident interest.

"I will call her," said Abigail reluctantly.

She stepped across the hall and opened Sophia's door—that was the signal when there was company for both.

"Don't you care, Sophia," she whispered with fierce intensity as her sister followed her into the room.

Sophia was visibly agitated. She stammered greetings to the minister and his wife, which Abigail tried to cover by commonplace remarks, but there was an atmosphere of constraint over the four people.

"Will you have some refreshment?" asked Abigail presently. "It is a very warm day," she observed. She left the room and presently returned with foaming glasses of root beer and a plate of freshly cut sponge cake. She ate nothing herself, but looked intently from her sister to Mr. Weemers and then at the minister's wife.

The latter set down her glass. "Do you know, Miss Horner, that when my husband told me he was coming to Rosedale on Sunday I was delighted. The first thing I said was, 'Now I shall see the Horner teapot!'"

Abigail's face softened. "So he remembered our teapot?" she asked.

"Yes, indeed. I have a mania for old china, and Paul shares the mania. He has spoken of the teapot as such a lovely example of willow pattern, and I told him I positively must see it."

Abigail went to a walnut cabinet and brought forth a blue and white teapot. It had been in the Horner family for generations and was a treasured heirloom.

"How perfectly lovely!" exclaimed Mrs. Weemers, while her husband hung over it in silent admiration. Suddenly he straightened back in his chair and laughed heartily.

"You do not know, Miss Abigail, how hard I strove one day, many years ago, to ask you to sell me that famous teapot. I had seen it and succumbed to its beauty. I remember, just a day or so before I left Rosedale, I called to say goodby and at the same time to ask if you would sell it, but I realized my presumption and hardly hoped you would do so. I tried to broach the subject, but somehow I couldn't seem to make any headway. I recollect that you were called from the room, and I tried to approach your sister on the subject, but she seemed to want to talk of everything except the teapot, so I gave it up and went away. I wrote to you once and asked about it, but as I never heard from you presume the letter went astray."

Abigail and Sophia were looking at one another over the blue teapot. There was a startled expression in Sophia's eyes, while Abigail looked pityingly at her sister.

Abigail found her voice first. "My sister and I would like to give you the teapot, Mrs. Weemers," she said, with decision in her tones. "There is no one to care for it after we are gone, and you and your husband seem to prize it so highly we would like you to have it."

"But—we cannot—it is too much"—stammered Mrs. Weemers.

"Oh, yes!" cried Sophia eagerly. "You must take it. We want you to have it. Abigail and I have so many old-fashioned things."

Abigail left the room to wrap the teapot in paper and to escape the effusive thanks of the delighted Weemers. Sophia followed her sister, trembling with some unexplained emotion.

Removing the lid, Abigail thrust her hand into the teapot and drew forth a yellowed envelope. She held it toward Sophia.

"It's yours," she said shortly.

"No; it's yours," returned Sophia.

"If it's mine," said Abigail in grim tones, "I'll burn it up," and she thrust it into the stove.

"Shall we have tea together in the big dining-room tonight, Abigail?" asked Sophia timidly.

"Of course we will," said Abigail.

Lorna Makes Hay While Sun Shines.

BY DOROTHY DOUGLAS.

Lorna gazed blankly at the big ship that was making its way ponderously out to sea. She was stunned with the sudden knowledge that her husband was glad to be leaving her.

They had been married a scant year, and through all those months Lorna had fought against the hints, from kindly neighbors, that her husband had married her out of pique.

But Lorna had believed in her happiness until the moment the ship had pulled away from the wharf with her husband on board. Then, she had looked up suddenly at him as he leaned over the bulwark and was surprised to see an expression of relief, as from a released burden, in his eyes.

She had taken the blow like a little soldier, with smiling lips and a happy waving of farewells. When the boat was well out in the bay the hand that held her handkerchief swept across her eyes and she stood for a moment in blank misery. After that she braced her shoulders and went home.

She knew, first of all, that she had come upon a blank wall in the path of her life.

"I am married to a man who does not love me," she told herself with a peculiar sense of aloofness stealing over her.

So, with her fighting blood aroused and her pride hurt, Lorna probed deep into the heart of things in order to discover the lack, for she knew the lack was in herself.

"I will make hay while the sun shines," she smiled at her own extravagance.

As Lorna descended the stairs the big living room struck her as being dull and toneless. This, too, was her fault.

"I will also make over the rooms." She laughed quite like the old Lorna who had not known David Brooks. "I will buy yards and yards of cretonne with big pink roses in it, and when David comes home he will think the garden has walked into the house."

When Lorna first beheld herself in her new raiment she blushed at her own extravagant beauty. Her hair was fluffed

as if from a lover's caresses, and her eyes were aglow.

"But David will not know me," she reminded herself.

Even in her new view of life Lorna was not without her moments of blank dismay. What if David could not stamp the memory of Beth Cornish from his heart? Could it be possible that the gossip she had heard was not true—that merely her own carelessness had made David indifferent?

Fortunately these morbid thoughts were short-lived.

As the weeks passed swiftly, Lorna realized that she was indeed improving the hours.

"Perhaps, after all," she reasoned, "it is good for us to come against blank walls in our paths. I might never have known that the biggest things in life were passing me by—perhaps I was really contented with only half of David's love."

So in the end Lorna came to look upon her cross as a blessing. She seemed to have made new friends; she seemed to hold them firmly at her side. She gave one or two dinner parties and found herself branching out in many directions.

Lorna had not ceased to love her husband, but she began to feel independently strong.

When the letter came which mentioned the day of her husband's arrival, Lorna sank down into her big chair and trembled. After all, now that he was coming, she felt strangely weak. There was so much at stake. She knew that she could never again be happy with half his love. She had struggled for the whole and she must have it.

She did not go down to the wharf, but waited for him at home. Lorna had dressed with unusual care. Her gown of trailly blue and her little blue slippers peeping from beneath were only the setting for her exquisite beauty. She knew that she was looking well, and the knowledge lent a certain proud carriage to her figure.

David saw her through the French windows before he entered the house. He caught his breath and was conscious of a thrill. Whether it was from sur-

prise or longing he knew not. But certain it was that he quickened his step and took her into his arms with an emotion for which he had not bargained. It left him breathless and a trifle confused.

"Lorna—" he said, and stopped.

"What is it, David?" she asked with a little unsteady laugh. She looked up at him and the glow in her eyes left him dazed.

"You are not the same Lorna—whom I left—I hardly feel that you are really mine—"

"But I am, Davy boy." She smiled, because she knew that she had won. His arms held her in a way that made her knowledge certain. "I have made the house over, though. See!" She turned and swept in the changed surroundings.

David looked over her head, but did not release her. "Lorna!" he put a firm hand under her chin. "Lorna—little wife—look at me. Did you—did you think all this was necessary to—to make me love you?"

She looked up for one fleeting glance, then her head went down on his shoulder.

David's arms closed about her and drew her near to him. He was silent a long moment, and when he spoke his voice was not quite steady.

"I love you, dear," he said simply. "I have always loved you."

Lorna smiled up at him. "That is all I want."—*Brookfield, Mo., Gazette.*

The Substitute Nurse.

BY EMMA ARCHER OSBORNE.

(Copyright by American Press Association, 1911.)

"Now that you have finished your hospital apprenticeship, this is a fairly good place for you to fit in for awhile as city physician," went on Dr. Butler, rushing around the office occupied in preparation for his departure. "You'll find the majority of your patients poorer than the proverbial rodent, but your salary, with an occasional fee or two, will take care of you until something better turns up."

A workman had effaced the sign of the retiring physician from the door glass and was lining in another name.

Butler went on: "My colors have been hauled down, and up go yours. Good luck to you, Dr. William V. Mainard!"

"Thanks. The Lord knows I need it."

"Here is a list of memoranda I scraped together for you, even to a list of nurses," said Dr. Butler, handing Mainard some sheets of paper. "If you need someone especially competent and painstaking call out Miss Mary Leeds. She's all right. She attends to business and does as you tell her to."

"I'll remember her," Mainard replied.

When a street car and a ten-year-old boy each attempt to occupy a certain spot in the right of way at the same moment results are usually disastrous to the boy. At any rate that is what happened to Mike Cesnola a week after Mainard assumed his new official position.

At first Mainard thought half of Little Italy was tumbling and piling into his office in the act of a young riot, but when by dexterous wedging and thrusting he reached the object in their midst and he saw the cause of the excitement was an injured boy he grabbed the little unconscious form and rushed back to the operating room with it, where he and Tommie Wheeler, his assistant, commenced to investigate and repair the sadly battered child.

That he was badly injured was undeniable. Mainard regarded the case desperate enough to send Mike straightway to a hospital and would have summoned the ambulance had not Mike's uncle, a well-to-do fruit merchant, protested frantically. Hospitals were hospitals to the Cesnolas since Mike's father had never returned from one after the subway cave-in, where he was hurt while shoveling dirt. In consequence Mike was sent home.

"He must have a nurse and the very best attention," admonished Mainard.

"Getta di nurse, getta di nurse!" agreed the uncle liberally and explosively. "Salvi di Mike!"

That is why Mainard found himself in telephone communication with Mary Leeds a few minutes later.

"If you will please come right down, Miss Leeds," Mainard requested her summarily, "I will wait for you."

"Ve-very well, Dr. Mainard. I shall be there within half an hour."

A frightened faced girl turned from the telephone and looked around the room, half dazed.

"Now I've done it!" she exclaimed to herself. "What in the world shall I do? I'm no sort of nurse. I couldn't nurse a sick cat! Maybe I've got myself into a pretty mess. Most likely I have, but she told me to do anything, to say anything, rather than let the doctors know she has broken down, just as though it were a crime for a nurse to get ill. Poor things! They're supposed to be made of cast iron and to be nerve proof."

"Well, here goes nothing of a nurse in Mary Leeds' name and clothes, and may kind Providence take care of Mary Leeds' professional reputation!"

In medical parlance Mike Cesnola was decidedly a "surgical case," and as Lucia Cesnola, Mike's mother, persisted in keeping her suspicious eye on the doctor and in being present when the rebandaging was done Miss Leeds tactfully suggested to Dr. Mainard that it might relieve the mother's anxiety if she were permitted to assist.

Bright idea! This was quite agreeable to Mrs. Cesnola and most surprising to Dr. Mainard, his astonishment being emphasized by Mary Leeds making herself scarcer at such times. That wasn't exactly his notion of a competent, energetic, faithful nurse; that wasn't the way the nurses at the hospital did. If he had been called upon for his candid opinion of Mary Leeds as a nurse he probably would have said that she had fallen down on her job. Several times he was on the point of dismissing her, but Mike was extremely fond of her, and she spoke Italian surprisingly well.

There was another characteristic about Mary Leeds which didn't coincide with Dr. Butler's recommendation. She was a beauty, one of the most stunning girls Mainard had ever seen.

Mike's encounter with the street car occurred late in May. It was July now, and down in the lower East Side where the heat is intensified by close quarters and other physical discomforts, life was almost unbearable.

While Mike's legs and arms were knitting satisfactorily and he held fair odds of eventually recovering entirely, his general health lagged. Try as she would—and it must be admitted that Mary Leeds had improved a trifle as a nurse—Mike's little face continued pinched, and his big brown eyes looked up in such a way that they hurt every heart near him. Mary Leeds frequently cried about him. She did everything she could think of to raise his spirits from the lethargy they remained in day after day.

"I don't like the way Mike is doing," Mary Leeds said to the doctor one day. "My professional instinct!"—

"Your what?" Dr. Mainard interrupted thoughtlessly.

"My professional instinct," she continued, with a touch of hauteur, though inwardly amused, "tells me that the child needs a change of air, of environment. What do you think about it?"

"Your professional instinct is correct this time."

She disregarded his ungracious specification.

"Would you mind if I took him somewhere with me?"

"Where?"

"Some very intimate friends of mine who are abroad this summer have given me the privilege of using their place if I wish in which to entertain one or two patients. The house is open and the servants are there."

"Where is it?"

"Away up north of the city, almost up to Yonkers. A perfectly ideal country place."

"Take the boy, of course. It would do him a world of good!"

"The family has every confidence in me," she laughed, in mock conceit at him.

"I shall be obliged to see Mike at least twice a week to attend to the casts and bandages. I don't see exactly how I am going to manage it."

"Three machines are lying idle up there in the garage, and a chauffeur with nothing to do," quickly replied Miss Leeds. "Besides, I can operate one of those horrors myself. Suppose I or my

—the chauffeur should meet you at the Seventy-second street subway station on the days you come."

"Delightful suggestion, but I should have to be away from the office a half day each time. Oh, well," decisively, "Mike's got to be looked after!" She didn't notice the admiring glance he cast in her direction.

One day a big touring car made its way slowly through the crowded tenement districts and stopped at Cesnola's. Then Mary Leeds in street costume and Mike Cesnola in semidress and blankets were whizzed away from the stifling, impure and unlovely air away up through the long city, over wonderfully beautiful and intricate roadways farther out, until finally they were in front of a rambling stone structure. It was the Walbridge homestead.

Mrs. Nelson, the housekeeper, was on the veranda. She kissed Mary Leeds as she ran up the steps.

"Everything is ready, Miss Grace," Mrs. Nelson said, "and I am delighted that you're home. I hope it's for good and that you're not thinking of going near those awful tenements again this summer."

"No more settlement work for me just at present," the girl replied resolutely.

The butler and the chauffeur were fetching Mike in.

"Northeast suite, John," Grace Walbridge directed the butler. "Be very easy with the little chap!"

"See here, Nelson," Grace Walbridge exclaimed as soon as they had Mike comfortable, "I've a confession to make and I want to put you on your guard and to ask you to help me out. Is it a bargain?"

"Anything within reason, Miss Grace, of course. Anything your father and mother would approve of."

"You see," the girl continued dubiously, "I've got myself into a scrape, and that's all there is to it. There's no telling what Mary Leeds may have to put up with either. In fact, I don't know what I haven't done to her professional reputation!"

"How is that?" Nelson asked concernedly.

"It's this way: You know when I went down into the city this spring to pry into settlement work and find out where money is needed most I went to live with Mary Leeds in her flat and assumed another name—Miss Knox—so people wouldn't know who I was and pester the life out of me."

"Yes."

"As I telephoned you the other day, Mary went home sick to Albany, and the last thing she made me do was to promise not to let the doctors know she was used up. Then there came a call for her, and what was I to do?"

"I'm sure I don't know," the sympathetic Nelson replied.

"The only alternative was to go in her place, and that's what I've been doing for weeks—impersonating Mary Leeds!"

"With that sick boy on your hands?"

"Yes."

"God is good. It's a wonder the child lived!" cried Nelson, raising her hands incredulously.

"Isn't it?" agreed Grace Walbridge.

"Positively, Nelson, there couldn't be anything worse than myself in the way of a nurse. If it hadn't been for the youngster's mother and Dr. Mainard I guess his chances would have been slim. Dr. Mainard is a wonder. He's perfectly, lovely too."

"Why, Miss Grace! And your people in Europe!"

"Professionally, of course," with a sly wink at the horrified Nelson.

"And you are not going to let the doctor know who you are?"

"Not until I have squared myself with Mary. She'll be coming back soon; she's nearly well again."

"Your position is certainly not enviable," commented Nelson, shaking her gray head.

"That's what I'm thinking. Anyway, I'm home, and I'm mighty glad to be here. Now, remember, Nelson, dear, when the doctor is around I'm Miss Leeds."

The change was amazingly beneficial to Mike. Recuperation commenced at once, and in the course of a few days they had him out under the trees.

It was mostly under the trees with

Mike where Dr. Mainard and the alias Mary Leeds fell in love each with the other. Mike's presence didn't interfere—love's language was something years ahead of Mike.

"It is wickedly selfish of me, Mary, dear," Mainard said to her one day, "to ask you to marry me and also to ask you to wait a couple of years. But I shouldn't want to take you to the tenement districts to live, and you know I have taken the office for that length of time!"

"Yes," Mary answered dreamily and with a queer little smile.

"May I hope for you then?"

"Billie," Mary Leeds said softly, "if we are not married in a good deal less than two years we will be at the end of that time."

Mainard looked at her in some surprise. Then, of all things, Mike saw the doctor kiss the nurse!

That night Mainard told Tommy Wheeler of his engagement to Mary Leeds.

"You—you engaged to Mary Leeds?" Tommy roared.

"Sure! Why not?"

"The dickens! Why not? I'm engaged to her myself!"

Things had an ominous cast for awhile. Then the quandary was, who was the girl to whom Mainard was engaged? Mainard disappeared inside the telephone booth with alacrity and was closeted there for a very long time.

"It makes a fellow feel sort of peculiar, to say the least," he was saying, "to be engaged to a girl whose name he doesn't know!"

"_____?"

"Why, the girl, of course, dearest!"

"_____?"

"All right, and I'll be out early."

Early as he intended reaching Walbridge's, he was delayed until nearly noon, and then he found Tommy Wheeler and a strange young woman with Grace.

"Miss Leeds, may I present Dr. Mainard?" said the alias Mary Leeds.

Mainard couldn't see for the life of him how Tommy Wheeler had fallen in love with Mary Leeds.

"I should very much like an introduction to yourself," demanded Mainard, with assumed severity.

"Grace Walbridge, sir—soon to be Mainard," bravely replied the unabashed masquerader. "Father and mother will be home next week, and what's the use of waiting forever?"

There were two weddings in early September. Grace Walbridge's wedding gift to Mary Leeds was a check for \$10,000, and even then it seemed to her that she had not quite squared herself on the alias episode since it had given her so much happiness—and her Billie.

Mike liked the country so well that he concluded to remain.

My Telegraph Monkey.

BY BOURDON WILSON.

"Rascal! I'd give a month's pay to get my hands on him!" Murray's voice came to me shrill and quivering with anger. That was his style, to go to pieces over every little trouble and worry that came up. He was first trick dispatcher on the main line up to Yellow Canon, while I held a like position on the branch to Red Cliff. I glanced up to find him with a scowl on his face, glaring down at his key as though it were a rattlesnake. The din of 20 telegraph instruments filled the room, their incessant clicking and clattering merging into a roar, a meaningless roar to the untrained ear, but to the telegrapher's as intelligible as the voices of so many persons—all but the clicking which came from Murray's desk. That was not even in the dots and dashes of the code, but merely a succession of clicks as unmeaning as an idiot's gibberish.

"Hey! Got a monkey on your wire?" I called to Murray.

"Don't it sound like it?" he snapped back, irritably. "The dirty whelp! he's been at it for 20 minutes, straight."

Then he snatched his key open, and furiously began pounding out an order to whoever it was to get off the line, but only to mingle the clicking of a lifeless key with the clattering that filled the air. A few moments of this, and with a

gesture of despair he closed it again, the monkey instantly resuming.

Murray was almost tearful with rage. "He'll be gittin' my trains all balled up!" he snarled. "He's never kept it up this long before."

"You had better cut in on the other wire," I suggested.

"Already tried it," he returned. "It's down, an' so is the Western Union."

Just then the chief came strolling up stopped at Murray's side. "What's the trouble?" he inquired, his eyes going to the train-sheet spread out on the desk, "Oh, it's that monkey again, eh?" he went on, answering himself. "We've got to turn in and catch that fellow. How's No. 10 doing?"

"Right on the dot," began Murray, sliding the end of his finger across the sheet to the column wherein No. 10's progress was recorded, "she's been making—"

He abruptly broke off, his eyes darting to the opposite side of the sheet. Then his face went white, and with a bound he was out of his chair and half across the room. The next moment he was ringing wildly at the telephone. The receiver went to his ear with a snap.

"Hello! Central, for God's sake give me Long Distance, quick!" he burst out in a voice that we scarcely recognized, a voice that quavered almost to breaking. He fidgeted nervously from foot to foot during the few seconds of silence that followed. Then:

"Hello! Long Distance?" he called. "Say, this is a life-an'-death matter. Get me th' P. & S. office at Oldcastle, quick as ever God A'mighty' ll let you! Hurry!" His voice ended in a sob.

My chair went over with a clatter, as I sprang to the chief's side, and my eyes followed his finger on the train-sheet as it went swiftly from train to train, at last stopping at No. 5. She was due to meet No. 10 at Oldcastle at 3:15. The sheet showed her to be running three minutes late; and the hands of the clock on the wall were pointing to 3:14. Together, the chief's eyes and mine jumped to the order book. The latest entry there was an order giving No. 5 right of way over No. 10 to Oldcastle. That seemed

right enough, was right, if only Murray had not failed to get this order to No. 10. If that was what was wrong, then I needed no prophet to tell me what would happen. No. 5 would come pounding her heavy train of sleepers around those sharp curves down the mountain, expecting to find No. 10 waiting at Oldcastle; while No. 10, the fast mail, relying on her schedule right of way over No. 5, would go scurrying through Oldcastle 60 miles an hour; the meet would be on the main line, and No. 5 would smash No. 10 into scrap and kindling-wood.

"Call up the yard and order out the wrecker and hospital car," I whispered to an operator, who had come in to look over my shoulder.

"That Oldcastle?" he called.

And in the next breath: "That you, Baker?" And then: "This is the dispatcher's office; Murray talking. We can't get you on the wire. For God's sake hold your board against No. 10 and stop her there! Has she come yet?"

Evil news needs no wire. Like a flash it had spread over the office that No. 10 was in trouble, and as quickly every instrument became silent, except only Murray's from which still came the monkey's irregular clicking. And with every eye turned on him, we presently saw Murray's hand relax its grasp on the receiver, he swayed to one side and back again, his knees doubling under him, then pitched forward against the wall, and slid down it to the floor.

Simultaneously with my leap for the phone came the harsh scraping of chairs being shoved back, and the shuffling of feet.

"Hello, Baker!" I called, the receiver going to my ear.

"Hello!" instantly came the answer.

"Where is No. 10?" I demanded.

"Just whistling in, I told you," he returned, sharply. "I've got my board up against her all right. What's up, anyhow?"

"Oh, nothing much," I managed to say, evenly. "Just hold No. 10 there till I give you orders for her."

Placing my hand over the transmitter and turning around, I found every man in the office grouped at my back. "Noth-

ing doing, boys," I informed them, my voice quivering in spite of me, "Old-castle's got No. 10 stopped."

A chorus of joyful exclamations answered me. Then the chief took command.

"Some of you men pick up Murray!" he ordered. "The rest of you go back to your keys, we mustn't get the whole road balled up. Billy," turning to me and lowering his voice, "telephone Baker an order for No. 10 to go ahead as soon as No. 5 gets in the clear—then let No. 5 go, too. Tell Baker I want to talk to him over the phone soon's he gets through."

I sent the orders, and received Baker's report that the trains had gone, then turned the phone over to the chief.

"Baker, you hear that fellow monkeying on wire number one?" he asked.

"Well, go and ground it," he went on the next moment, "I want to see whether he's east or west of you."

He turned half away from the phone, craning his neck to hear the clicking of Murray's instrument, and waited. Half a minute, and the clicking suddenly stopped.

"All right," he said, presently turning back to the phone. "He's to the east of you. Keep this mum, we've got to catch that fellow. Goodby."

On his way back to his desk, he caught my eye and beckoned to me. I followed, and drew a chair up beside his.

"Billy," he half whispered, "do you want Thompson's job when he goes?"

Thompson was night chief, and soon was going to be promoted to be chief on the Southern division.

My heart jumped into my throat. Ever since a certain black-eyed little woman out by Oak Park had promised to become Mrs. Billy on some day as yet undecided upon, I had been straining every nerve for promotion.

"Would a duck swim?" I answered.

The chief grinned. "All right," he said. "I'm going to put it up to you to catch that monkey. Land him and the job's yours. It's a serious proposition," he went on, "you saw how near he came to making a main line meet between No. 5 and No. 10—the old man's going to go

straight up in the air when he hears about it—of course, it wouldn't have happened with anybody but old man Murray, but that makes no difference—and so don't be afraid of a little charge of assault and battery when you get him. Push his face in, good and plenty. And then swear out a warrant charging him with interfering with the United States mail. Government's going to want an explanation a mile long of why we delayed No. 10. I don't know who to suspect, there isn't a man on the line that I wouldn't have trusted but for this, and now we can't trust any of 'em—except Baker. It's a cinch it wasn't him, he couldn't have been monkeying and phoning at the same time. Expect you'd better run up on No. 6 tonight so that you'll be ready tomorrow afternoon when the monkeying begins—he always does it between 2 and 4 p. m. That's about all I can suggest, I guess; you'll have to use your own savvy."

I went back to my desk, and pretty soon the chief came bringing Parsons to take my key, relieving me from duty. Then I went home, or rather I stopped there a few minutes on my way out to tell the black-eyed one of my fine prospects. It was noon the next day when I swung down from the steps of the Pullman at Capricorn. I had on my best, tan shoes, Panama hat, and the rest of that kind of layout, for I was going to pass myself off as a city man out on his vacation. I loafed around until about 2, keeping out of sight of the man in the P. & S. office, and then strolled down to see what he was doing. Glancing in through a window, I found him digging hard at his books. Then I sat down where I could hear the clicking of his instrument, and waited. Fifteen or twenty minutes went by, and then I heard the monkey break in and begin. Getting up, I walked to where I could see inside, finding my man still at his books, but with his pen suspended in the air, and his head turned to one side, listening. Clearly, he was innocent, and therefore would do to trust.

"Hello, Smith!" I called to him. "Come here a moment."

As he came, I saw his eyes wide with astonishment at finding it a stranger who

had addressed him so familiarly. I passed him my card. He gave a glance at it, and then his hand swung up to meet mine.

"Why, hello, Billy Adams!" he cried. "Glad to see you, old man! Come inside."

We were mighty well acquainted over the wire, but had never seen one another before. He met me at the door, and we shook hands again.

"Say," he began at once, "why don't you fellows catch that skunk that's monkeyin' on the wire? Hear him? He puts the whole line on the bum every day."

"I'm after him now," I returned. "I want you to help me."

"Sure thing!" he cried. "He's somewhere west of here."

"West!" I exclaimed. "You mean east."

"No, I mean west," he persisted.

"But it can't be," I said. "We had Baker ground the wire yesterday, which shut it off west of Oldcastle; and there's nothing between here and Oldcastle."

His eyes were round and wide. "Why, it was just yesterday—we'd fixed it up beforehand—I grounded the wire here, and that shut it off from Gold Flat. And there's nothing between here and Gold Flat. I hate to say it, but are you sure it wasn't Baker?"

"Sure as can be," I answered. "We had him at the phone while the monkeying was going on, and his phone is clear across the office from his key. No, it isn't him."

"Well, I'll just be jumped up!" he rejoined, vacantly.

"And Baker has no kids," I added.

"Must be a ghost, then," he said, with a little shiver. "Say, it won't do any harm for you to go down there and look around," and he added in the next breath, "Suppose you do, it's only six miles, and the walking's fine."

"Good idea," I agreed.

We shook hands, and I started, following the track. It was a glorious day, the sun shining brightly, and with just enough breeze coming down from the snow banks in the high sierra above to cool the air to the proper temperature

for walking. Swinging along at a four-mile gait, I presently became aware that I was getting thirsty, and just then I spied an orchard on one side of the track, with a tree of luscious looking pears, growing beside the fence. Closer inspection convinced me that the tree was trespassing upon the company's right of way, inasmuch as some of the fruit hung over the fence on my side. Of course, it was my loyalty to the company's interests that prompted me to remove that fruit. And how delicious that first bite was, how cool, how thirst-quenching! For the second time, I was in the act of driving my teeth through the golden skin, when my eyes chanced to fall upon something that drove all thought of the fruit from my mind.

It was an insulated wire, which appeared above the bottom board of the fence just long enough to get around the post upon which my hand was resting; elsewhere, it was attached to the inside of the board, out of sight. With my suspicion thoroughly roused, I followed it to where it went down a post and disappeared in the ground; but a sharp jerk brought it to the surface, it was so shallowly covered, and unmasked its connection with a telegraph pole a few feet away. It was a chestnut pole, and in drying it, the sun had split a deep gash in its side from bottom to top; and in this gash the wire had been carefully tucked away out of sight. I did not need to climb the pole to learn that it was connected with one of the telegraph wires. I now could see that from where I stood.

Going back to the pear-tree, I started following it in the opposite direction, soon coming to a cross fence upon which it turned into the orchard. Promptly, I slid through a break, and in my eagerness broke into a run; a hundred yards I went, when I was stopped by a low picket fence that surrounded a yard. It was a large yard, set with fruit-trees, half a dozen oranges, a lemon or two, some olives and almonds, with peaches and pears and prunes here and there; the spaces between were occupied by beds of geraniums and roses, bright with blossom. In its center stood a pretty

little bungalow, its sides all but covered by honeysuckle and climbing roses and geraniums, and with broad borders of callas along the walk leading to it. I was astounded. Could such a place as this be the home of a wire-tapper? I asked myself. There was no sign of life about, and so I boldly marched through the gate and up to the front door.

I was on the point of rapping, when a familiar clicking came to my ears from inside, and instead I softly turned the knob and opened the door. Stealing in, I found myself in a tiny hall that had two other doors, one of which stood wide open, and through which I caught sight of something that set my heart to pounding wildly. Kneeling in a big armchair, and leaning forward upon a table beside which the chair stood, was a child of perhaps four years, her little hands industriously moving up and down the telegraph key that was attached to the center of the table.

She was the monkey!—and I was under promise to “push in” her face, and have her arrested for interfering with the United States mail.

Stealing up behind her, I lifted her out of the chair into my arms, and closed the key.

“Oh, you dear, little mischief!” I exclaimed, as she turned upon me a pair of deep blue eyes that were big with surprise. “Do you know what you are doing?”

“Ess,” she answered coolly, her face dimpling, “I’se playin’ with tic-tac.”

I burst out laughing. “What a blessed little innocent you are!” I cried, stroking her hair. “Playing with tic-tac, are you? And who does the tic-tac belong to?”

“Dran-pa—he’s seepin’,” she said, gravely. “Mamma won’t let me come in to play with tic-tac,” she prattled on, “’cept when he’s seepin’, tause I’m noisy, an’ dran-pa’s nerdous.”

“And where is dran-pa now?” I inquired.

“There.” And she pointed to a door that was closed. Still holding her in my arms, I softly opened the door she indicated, and looked into the next room; the shades were drawn, darkening it so

that I could see but little more than the outlines of a figure on the bed by the window. I was trying to decide what to do next, when a faint sound as of one moving came from the bed. Then:

“Why, Billy boy, is it you?” came to me in a voice so feeble as to be but little more than a whisper.

In answer, I went striding to the window and ran up the shade. Then I turned to the bed. The face that looked up at me was pinched and bloodless, but I recognized it instantly. It was Dad Wilkins—Dad, who had picked me up a messenger boy, and made a dispatcher of me.

“Well, of all things!” I ejaculated. “Dad, is this where you’ve been hiding yourself? I’ve tried a hundred times to find you!”

I sat down on the side of the bed, shifting the little girl to my lap, and grasped the shrunken hand lying outside the covering. “It’s good to shake this paw again,” I went on, smiling down at him. “How is the world doing you?”

“I’m not making any kick, but I’m most all in, Billy,” he answered in the same feeble voice. “I got my warning a month ago—a stroke of paralysis.”

“Oh, forget it!” I lightly exclaimed. “You’ll pull out of it.”

“No, I can’t deceive myself that way,” he said. “I’m not afraid of it, I don’t look forward to it with half the dread that I did to being retired from the service. Ah, but that was hard, Billy! Thirty years I’d watched over my trains as if they really did belong to me, and with never a slip, and then to be told that I must make way for a younger man! Why, it was like turning an old horse out to die! Not that the G. M. wasn’t nice to me about it, for he was, and the company has paid me a good pension, but what did that amount to? What did I care for the pension?—or for wages, either? What I wanted was to be let alone to die as I had lived—in the harness. I suppose it was good business to put me out, but it was hard on me. Why, I felt ashamed of myself, as if it was my fault that I’d got old. That was why I dropped out of sight,

coming out here to live with my daughter; I didn't want any of you laughing at me—or pitying me.

"And that nearly killed me, too, for it took me out of touch with the only world I'd ever known. Think of it, Billy! fifty years I'd worked in a telegraph office; fifty years with the wires talking to me, telling me about the trains, and what was doing all over the world, telling it to me before even the newspapers; and then to be cut off where I couldn't hear even how my trains were doing. It was a living death to me. And when it occurred to me that I could get back into it by just tapping the wire out there, I didn't stop to ask myself if it would be wrong. I went ahead and did it. Of course, I knew no harm could come of it, nobody but me would ever get hold of my key, and the company owed me that much. Then I went to living again; night or day I could go in the other room there and have the wires for company, and tell how you boys were handling my trains. Nowadays, my daughter rolls my bed in there every morning and afternoon, and I listen and listen, imagining myself back in my old place. Many and many is the time I've been tempted to open my key and talk back to you, but I was afraid that would cause the discovery of my wire, and I'd have to take it down. And by the way, Billy," he ended, "when I'm gone, I wish you'd get a day off and come out and take it down for me. I don't want it ever to be known that I've had it, for it might be thought that I was doing something dishonest with it. Will you?"

"Yes, Dad, I will," I promised huskily. "Anything you ask of me." And then I suddenly remembered what my mission there was; but as quickly my brain found a way out of my predicament. "If you don't mind," I added, "I'll just take the old key back with me this trip; it's the one you taught me to telegraph with, and I want it to keep in memory of that time. You don't need it to hear what's going over the wire, you know."

With the key in my pocket, there could be no more monkeying on the wire—no more playing with "tic-tac."

"All right, son, take it," he answered. "I'll never be able to use a key again. Glad you want something of old Dad's to remember him by."

The smile accompanying these words told me the pleasure he felt. It also filled me with remorse for the deception I had practiced upon him, but it was either that or the truth, and I felt that it would kill him to learn that he had been the cause of delay to the trains he loved so well.

The little girl had fallen asleep in my arms, and, laying her down, I went into the other room and detached the key. I stayed with Dad all the rest of the afternoon, talking of old times on the road, when he was chief, and left him only when he fell asleep from exhaustion. Then I hiked back to Capricorn and caught No. 3 for home.

I made my report the next morning, simply stating that I had put an end to the monkeying. But the chief wanted to know who it was, and became furious when I declined to tell him, accusing me of shielding the guilty person from just punishment, and ended by informing me that I should not get the promised promotion unless I produced the monkey. That made me sore, of course, but I couldn't blame him, for I'd have done the same thing. As soon as I got off that afternoon, I hurried out to tell the black-eyed one first of my success and then of my disappointment.

"And did you let him make you tell him?" she demanded.

"Not much!" I returned.

"That's fine!" she exclaimed. "Why, Billy Adams, you are—you are noble, that's what you are!" Then her face flamed as she went on, with lowered voice: "Billy, you may come and kiss me—if you want to."

I needed no second invitation. When I came out of my delirium, she pushed me back a little.

"I don't mind you kissing me now," she exclaimed, "because we are going to be married a month from today, if you don't mind."

And I got the promotion, too, for it all came out a week later, when poor old Dad passed away.—*Sunset Magazine*,

Bill Nye Not Appreciated.

There are too few of this generation who appreciate the humor of "Bill" Nye. The fame of Mark Twain out-rivalled his. The two were entirely apart in their methods. Nye convulsed you in the twinkling of an eye. Twain draws your sense of humor with the deliberation of one preparing you for a treat. Nye was closer to the West than Twain, and he was later. Twain went West with the goldseekers. Nye followed the railroads. Twain followed the newspaper business with uneven success in Virginia City, Nev., and became discouraged with his own possibilities as a writer.

It was one of his early ebullitions of humor that lost Nye his place on one Laramie (Wyo.) paper, and induced his friends to launch the Boomerang. Some of these same friends helped defeat his ambitions as a lawyer. They thought Nye's accession to the prosecuting attorneyship would make a joke of the office. It is as likely that the responsibilities of the office and the prospect of a legal career would have turned Nye's talents into serious channels. But fortunately or unfortunately Nye's propensity for humor burgeoned early in his Western career.

When he was a justice of the peace in Laramie his office was over a livery stable. At the foot of the stairway Nye nailed this placard:

"Twist the tail of the gray mule and take the elevator."

If his humor was spontaneous, his sense of justice was just as keen. Philosophy there was in his work. Humor is, in fact, largely philosophy.

"Men will fight," wrote Nye, "until it is educated out of them. Most wars are arranged by people who stay at home and sell groceries to the widows and orphans and old maids at 100 per cent advance."—*Collier's Weekly*.

Her Recommendation.

Mary left the old country with an excellent letter of recommendation from her last mistress, but on the way over the letter fell into the sea and was lost. Not knowing how to find work without

her recommendation she appealed to a friend to write one for her, and he gave her the following:

"To all concerned: The bearer, Mary Smith, had a good reputation when she left home, but lost it on the way over."

The Bed.

The bed is a bundle of paradoxes. We go to it with reluctance, yet we quit it with regret. We make up our minds every night to leave it early, but we make up our bodies every morning to keep it late.—*Colton*.

Hunger from the Liver.

Hunger, appetite, does not start from the stomach, as all believe and as you all feel when hungered, but the call for food really comes from the flesh of the whole body, mostly from the liver, it seems, for people who have had to have their stomachs taken entirely from their body still have the absent old stomach growl and yell three times a day for meals, something like people having finger pains and pleasures in a hand that has been cut off for years.—*New York Press*.

Royal Business Men.

Not a few of the rulers of the Old World are prosperous business men. The most conspicuous example is the Kaiser, who includes among his interests a porcelain factory. The general conduct of it is based upon rules and regulations laid down by the Emperor himself. Indeed, it is said, the Emperor is not above engaging employees himself, adjusting their wages, and even designing certain of the wares turned out. The Emperor is a model employer, anxious as to the comfort of his men, who have been provided with cottages and pensions and given a share in the profits, which are reported to approximate \$50,000 a year.

It is a matter of common knowledge that the Prince of Lippe-Detmold is a dealer in butter and eggs, while he has as a side line a busy brick factory that adds materially to his income.

The King of Württemberg is the pro-

prietor of two hotels within his domains, which are reported to be worth something like \$45,000 annually to him.

The Emperor of Austria-Hungary, like the Kaiser, operates a china factory. This establishment, situated near the Austrian capital, is said to employ more than a thousand skilled workmen. The King of Saxony, too, has business interests of this character, though on a smaller scale.

Perhaps the most unconventional of the royal business men is the King of Servia, who, in addition to several shops doing general trade, is said to promote the sale of a patent medicine and to run a motor car agency.—*Philadelphia Inquirer*.

The Philosophy of Life.

Don't use a tailor's yardstick when measuring character.

Some men have the ability to blow a tin horn in a way to make it sound as if it were made out of gold.

Nothing encourages like encouragement. If you see a man doing a thing, and doing it well, tell him so. It will help him to do it better.

Selfishness is a form of sponging. It is getting all the kindness from others that you can without returning any—unless it is squeezed out of you.

The world is growing better to all who are honestly trying to make it better. It is the men with their hands in their own or other people's pockets who cannot see progress.

If you want the sympathy of other people, don't talk about your troubles until you have put them all under your feet.—*Chicago-Record Herald*.

Village Life in Egypt.

Egyptian village life is quaint and interesting, says the *Wide World Magazine*. The houses are crude, one-storied structures of sun-baked mud, with possibly a couple of tiny square holes cut in the wall for ventilation. Each home consists of a single room, absolutely devoid of furniture, one or two drinking jars and cooking utensils being usually the only articles to be seen. The roofs

of these hovels are thatched with corn-stalks, and for some unaccountable reason all the household rubbish is dumped on the roof! For this purpose a ladder may frequently be seen reclining against the side of the house. From a distance a village is apt to look like an immense rubbish heap. These primitive erections are inhabited solely by the fellahs, as Egyptian peasants are called.

In some of the Arab villages the arrangements for sleeping are even more unconventional. Huge cup-like structures, made of mud, are built out in the open, away from the houses, and into these the babies are frequently placed during the day, and often the entire family sleep in them at night. The idea is to escape the numerous snakes and scorpions which abound during the great heat of the summer.—*Philadelphia Inquirer*.

Disease Germs May Be in 140 Things You Buy.

Home work in the tenements is a continual menace to the health of the entire nation. This is the substance of the testimony given by all the witnesses at the hearing held December 5 by the New York State Factory Investigating Commission in New York City.

It was shown that the home work of women and children of all ages endangers not only the health of the workers themselves, by making them ready victims of tuberculosis and other diseases, but also the health of the prosperous public in the most remote localities to which the products of the tenements are sent. Witness after witness told of tuberculous patients working on food and clothing; of garments, feathers, doll-clothes and other things found in process of manufacture in the same room with the most infectious and dangerous diseases.

One striking example was given by Florence Kelley to show the impossibility of supervision. All officials may do their duty, but, so long as home work is permitted at all, they cannot guard against such a situation as she described. One Monday morning she met two boys of

school age carrying big bundles of knee-pants which the family had been "finishing" in their home. She stopped and asked them why they were not in school. "Cause we're quarantined with scarlet fever." Further inquiry brought out the fact that the patient was one of the two boys. Mrs. Kelley went to their home and found that the Board of Health had placarded the apartment, and reported the case to the school. The inspector had not found the clothing because his visit had been anticipated and the clothing removed to a neighbor's flat until he had departed. The boys could not attend school, but they could "finish" knee-pants. Or, as Owen R. Lovejoy of the National Child Labor Committee put it in his testimony: "Our recommendation is for absolute prohibition. Assuming 13,000 to cover the entire list of tenements in which home work is done, it is ridiculous to expect five or eight inspectors, or indeed any reasonable number, to adequately inspect. If any system of regulation is to be maintained in this state, we recommend that there shall be employed for this city 39,000 tenement home work inspectors; 13,000 to work on each of the eight-hour shifts, and every inspector to stay at one house during the period of his service."

One investigator who has been working under the Commission estimated that 125,000 persons are employed in the tenements, 61,000 of these in the embroidery trade alone. This is of interest as the first estimate of numbers ever attempted; it is based on years of experience and a first-hand knowledge of the situation.

As for the sanitary conditions, the manufacturers themselves admitted that they knew nothing except by chance of the homes to which they send their materials. One manufacturer (who said he paid 50 cents for crocheting a dozen pairs of women's worsted slippers) made the assertion that most of the workers were prosperous ladies in private houses who worked for pin money. But this gentleman admitted that he had never seen the homes of his workers, and his opinion was scoffed at by other witnesses. The same investigator referred to above

has, for years, been following up the addresses given to her by manufacturers, and reports that of about 1,000 families visited only 5 were found in private houses. Moreover, it is a fact that about 13,000 tenements are licensed for home work in the comparatively few industries for which the New York law requires a license; and it is also a fact that all witnesses reported finding the licensed trades being carried on in unlicensed tenements.

One man who sends fine embroidery into the homes testified to the dangers of the custom. Diphtheria, traced to a home worker, had killed his own daughter. He does not wish to send goods to infected homes, but he admitted that it was difficult to know, that he did not inquire systematically, and that he could not hear of disease in a house to which goods had already gone, unless it happened to come out accidentally.

Hand-made cigarettes are rolled in the tenements, and a photograph was shown of a man moistening the paste with his tongue. Other witnesses told of children and grown-ups cracking nuts with their teeth and removing the nut-meat from the shells with a hair-pin. The making of women's underwear, infants' clothing, Irish lace, bead-work, and artificial flowers were also described. At least 141 different kinds of work are being done and the list is always changing with the whims of fashion. Except in the one industry, women's ready-made muslin underwear, there is no way in which consumers can be informed and protect themselves from possible infection. Regulation has been tried for years without success. "The only rational thing left to do is to abolish it outright, exactly as cows, goats, chickens, geese and pigs have been banished from the tenements."

From every point of view—health, wages, hours, child labor—the Commission was urged to recommend the prohibition of home manufacture in all cities of the first and second class. The action of the New York legislature may well be watched by the people in other states, for every consumer from Florida to Oregon from Maine to Texas, is vitally con-

cerned in the situation. Also, it is stated by the National Child Labor Committee, a similar problem exists on a smaller scale in many other states besides New York.

Sectionalism in Crime.

The intimation that one state or one part of the country is less law-abiding than another is usually resented as invidious and unfair, while the suggestion that this country as a whole is more prone than some others to serious infractions of the law is denounced as grossly unpatriotic. Nevertheless, the concrete, cubical and congealed fact—to "go one better" on Mr. Balfour's characterization of an untruth—is that both of these things are true. There is a marked contrast between different parts of this country, and there is a contrast which is not at all creditable to us between this country and some others.

Citing statistics of the Census Bureau, *The Spectator*, of this city, points out that in the ten years 1901-1910, the number of homicides in 100,000 population was in Newark, N. J., and Rochester, 2.3; in Buffalo, 2.8; in Philadelphia, 3.7; in Baltimore, 4; in Brooklyn, 4.2; in Boston, 4.6; in Pittsburgh, 4.9; in Manhattan and the Bronx, 5.1; in Washington, 6.8; in Chicago, 8.4; in Cincinnati, 9.4; in San Francisco, 11.2; in St. Louis, 12.6; in Louisville, 16.5; in Atlanta, 17.1; in New Orleans, 22.2; in Savannah, 25.6; in Charleston, S. C., 27.7 and in Memphis, 47.1. In a total of 30 cities the rates were: Eleven Eastern cities, 4.3; seven Central cities, 7.8; three Western cities (the far West), 9.7; nine Southern cities, 14.7; average of all the 30 cities, 6.9.

Now, there are contrasts among cities and among sections of the country which cannot be due to accident or to temporary conditions, but which must be due to the fixed habits and temperament of the people. In other words, the people of New Orleans are more than four times as much given to manslaughter as those of Manhattan and the Bronx, and the people of Charleston are twelve times as murderous as those of Newark. Manslaughters are nearly three and a half times as numerous in Southern as in

Eastern cities. Such facts are not agreeable to the cities and to the section of the country in which crimes are thus shown to be most frequent. But they seem to be facts, and their unpleasantness only emphasizes the urgent desirability of "doing something about it."

The international contrast between the United States and the United Kingdom is no less striking. The figures given are for the years 1900-1909, for England and Wales on the one hand and for the registration area of the United States on the other. In England and Wales the number of homicides to the 100,000 population was .9, and in the registration area of the United States it was 4.3, or nearly five times as great. It may be observed, in passing, that in England and Wales the numbers of homicides of males and females were exactly the same, .9 each, while in this country they were 6.5 males and 2 females. It would be difficult to interpret these figures otherwise than as indicating less respect for human life in America than in England, as also less in our Southern States than in the East and North. The magnitude of the difference strangely suggests the need of the most effective remedial measures that can be devised.—*New York Tribune*.

Respect Due Labor.

Archbishop Glennon made a striking deliverance of his views concerning capital and labor Sunday morning at the New Cathedral Chapel. In a few words at the close he presented Jesus Christ as the one infallible leader of all classes. The Archbishop favored labor unions, but did not favor violence, and he was inclined to recall benefits of the guilds of early days. For capital, too, he had some observations. He confined his remarks entirely to the written page, saying that in so important a matter he would not speak offhand, as the situation was very delicate and an expression or word not properly weighed might be misunderstood. The Archbishop made no reference to the Philadelphia strike, but it was supposed this was the primary cause of his talk.

After a comprehensive definition of the

meaning of capital and labor, the Archbishop spoke of some of the faults into which capital may fall. Among these he mentioned the attitude of regarding the laboring class as the servants of capital. The dignity of labor was pointed out and its right to respect.

"In regard to capital," the Archbishop continued, "it must be said that, whether held by the individual or the corporation, it may not be regarded in its ultimate analysis or in the last instance as their absolute possession. They may use, they may enjoy, they may exploit it, but back of it all is the great truth that they are only trustees, and, as such, must have a due regard for the community, a due regard for law, for government; and, lastly, a due regard toward him who is the giver of all gifts and the father of us all."

Passing on to the labor union, he said: "Talking of corporations, there is one also that I would like to refer to. It is known as the labor union. To it I would apply the same remarks I have just now applied to corporations, their supervision and their control. I believe in labor unions. They can be made a power for good, a means to uplift their every member, to advance his interests, to broaden his ideas, and in resultant action to add to the progress of the people of the nation. But the labor union ought to be constructive for its members and not destructive for society.

"I would want a labor union to have, first of all, as its purpose the education of its individual members, to be such as of old the labor unions were, when they worked for benevolence, for mutual support, and for the community in which they were organized. I would want them to know their duties as well as their rights, that they may best know how to guard the homes of their members and their children; that they may learn better the craft they represent, and become each day more competent by the intelligence which is thereby created, that they may elect and select for membership in their ranks men who will lead them according to justice and truth and according to the fundamental principles of law.

"Oftentimes the orator in the labor union meeting speaks of a terrestrial paradise. But a terrestrial paradise may not be hoped for in this world, and he who preaches such a paradise either to the laboring man or to the millionaire is telling only of a false paradise. Oftentimes, too, the dreamer of today is tomorrow the revolutionist, and sometimes we find him killing his brother while he chants fraternity.

"Labor unions have accomplished much for their members in the past, and so have they for the people at large. It is to be hoped that under sane guidance they will go onward in their good work and not be led astray by the preachers of impossible things.

"While I believe in labor unions, I must confess that my keenest sympathies today are with the ordinary unskilled laborer who plods along and works and worries and dies; who has no home, and who, under the present conditions of our civilization, cannot, I believe, ever obtain one—the hewers of wood and drawers of water.

"While there is manhood suffrage, while there are equal rights, our sympathies—laborers, capitalists, whatever we be—should go to those who are at the lowest end of the line. I believe they are entitled to a fair wage and decent sustenance. 'Whence shall we buy meat that these may eat?' The living wage for them should be a decent living wage, and I fear that today many of them do not obtain it. Hours of rest should be given to them, and they ought to have the same advantage of the law of rest on Sunday as the pampered children of the most select society. Much more so.

"They who work hard during the week should have the privilege of resting, the privilege of thinking, the privilege of releasing from their backs the burden of toil, of being able to lift themselves up. There is no reason why our large employment corporations should not see to it that every man in their employ should have time for rest, even if their dividends be reduced. It is not necessary to have the steam mill working on Sunday and the railroad run with its fullest equipment, every man compelled to go

out and labor when he should go home to rest or go to church to worship.

"Well, so my dear friends, we could go up and down the gamut from the highest point of wealth to the lowest point of poverty, but for them all there is one point whither they may turn, one sun to concentrate all the rays of hope, and send it to the lives of those who labor, those who toil, those who employ and those who are employed, one word to be spoken, which is the word of encouragement and fraternity. It comes from the Prince of Peace, the message of hope to men, that we, all men, are brothers, and that our brotherhood is made possible through the life, the death of one who long ago lived to sanctify the world and make men free. It is the liberty of the children of God which belongs to all those who follow the standard of the cross; it is Christ Jesus, Lord and Master of the universe, the giver of gifts, the hope of the world, the brother of men."—G. D., in *St. Louis Globe-Democrat*.

Young Girls in Steel Works.

That young girls under 16 are standing more than 10 hours a day at work that is heavy for men, in the plant of the Oliver Steel Company, Pittsburgh, was found in a recent investigation by the National Child Labor Committee. The Oliver Steel Company is owned and controlled by Mr. David B. Oliver, the president of the Pittsburgh Board of Education, who gave up the chair at a recent meeting of the Board in order that he might go on record as opposing improved child labor legislation in Pennsylvania.

Girls of all ages were operating rapid machinery that puts threads in nuts and turning out ten to fifteen thousand nuts a day. For this they were paid from five cents a thousand to nine cents a thousand, according to the size of the nuts; but the wages were so adjusted that a rapid worker would earn about seventy-five cents a day. In the more difficult work of putting threads on bolts they were paid twelve cents or more per thousand, but the smaller daily output kept the daily earnings down, so that one

strong girl earned about eight-four cents.

Each girl tends two or three machines, moving rapidly from one to another, taking out the finished bolt, putting in the rough bolt, pulling forward the part of the machine which holds the bolt so that the thread shall be cut, and all so quickly that it was difficult to follow the motions she made.

The arms and clothing of the girls were covered with the solution that pours over the bolts as they are being ground. On cold winter mornings this cracks their hands, and getting into the cracks in the flesh causes such pain that the girls cry at their work.

The smallest girls were tying up the bolts with nuts on them in packages of twenty-four; work that requires no skill but makes them stand constantly and lift heavy packages.

In general, the conditions of such work are so severe that the National Child Labor Committee says it is urgently necessary, as the least possible demand of common humanity, to prohibit the employment in foundries of all boys under 16 years, and of all girls under 21.—*National Child Labor Committee*.

Five Dollars a Week.

Thus it is down on Beelzebub's books;
"August the seventeenth—Isabel Brooks;
Blonde; splendid figure; big, violet eyes;
Dimples; fair coloring; feet of small size;
Home in the country; her parents quite poor;
Character excellent; morals still pure;
Came to the city today and found work;
Wages five dollars; department store clerk."
Wages five dollars! To last seven days;
Three for a miserable hall room she pays;
Two nickels daily the street car receives;
One dollar forty for eating, that leaves,
One-forty has such a long ways to reach—
Twenty-one banquets at seven cents each,
There! Every penny of wages has been spent—
Squandered for feasting and riding and rent.
Spendthrift! She doesn't remember life's ills!
How in the world will she pay doctor's bills!
What if she's furloughed (there's always a
chance)!
Isabel ought to save up in advance.
Hold! We've not mentioned her clothes; she must
wear
Dresses, hats, shoes, stockings, ribbons for hair—
How did she get them? Suppose that we stop;
Perhaps it's as well to let the thing drop.
You good mathematicians may figure, no doubt.
Carry this picture, it's better, I'm sure;
"Character excellent, morals still pure!"

What else is written we won't try to see;
 Beelzebub thinks much the same way as we.
 Why, as I live! There's a tear in his eye!
 What in Hell can make Beelzebub cry?
 Surely the devil is feeling his age,
 Look what he's writing on Isabel's page:
 "Virtue's a luxury hard to afford
 When a girl hasn't money enough for her board."

—BY HERBERT KAUFFMAN in *Woman's World*.

The Idealism of the People.

BY THE REV. CHARLES STELZLE.

A New York daily newspaper printed an editorial during a strike of the cloak-makers in that city, urging that the factories in which they were employed should be removed from the Fifth Avenue district to the East Side of the city, where the operators lived, not merely because these workers obstructed the sidewalks at the noon hour when they came out to get a bit of fresh air, but because there was great danger that the spirit of social unrest might be aroused at the sight of the wealthy who did their shopping in the neighborhood. It is quite likely that the editorial did more to develop discontent than the garments and the automobiles of the wealthy.

It does not require the display of the rich to arouse the feeling that there are better possibilities for the workers. There is already existing among the people an idealism which is drawing them on to higher things, and there is probably no class of toilers among whom it is more conspicuous than among these clothing makers, most of whom are Jewish immigrants, and who stand as representatives of the great mass of foreigners in our cities in their desire to better their conditions.

Coming to America, where they breathe the air of democracy, the old clannish instinct soon disappears, for in lodge and labor union they hear of a "brotherhood" which embraces the men of all races and nations; there is no place here for the clans of the fatherland. They are literally compelled to learn the lessons of democracy and solidarity, for in some cases their very existence depends upon a unity of action in the matters of wages and hours and general conditions. It does not take long for them to catch the spirit of the

American, and instead of the bitterness which animated them at home, where they were often dominated by a cruel and unjust despotism, they are swayed by an idealism which becomes to them a passion. Like newly liberated men, they breathe in the air of freedom and look up into the skies with fresh hope; then they work and work and work, to transmit their dreams into realities. And they succeed, too. For there is no finer story written than that of the mingling of the best of the Old World races with that of the New, as it is being worked out in the melting pot of the nations.

The fathers and mothers, sometimes too old to fully realize these better things for themselves, slave their lives away so that the children may come into their inheritance. It is a fact that these immigrants are more eager that their children should have the power and the influence which education gives than are the parents who are native born. At any rate, they suffer and they sacrifice more so that their own ideals for their children may be wrought out. The children are loyal, too, to the trust of the parents. They succeed in business. They make names for themselves in the professions.

Sometimes returning to the old country with their newer conceptions of life and its fuller meaning, they sow the seed of a healthy discontent among those who remained at home, as they tell the story of their experience in America—the land of ideals and realizations. Thus they become missionaries of a new life, for here they have been truly born again, and who shall say that such births do not come from on high?

Bitter as Maxim Gorky was against America, he nevertheless confessed that here was the paradise of the Russian moujik. One needed simply to see the development of these people in this country, he said, to disprove the theory that it required long generations to emancipate them from the effects of serfdom. There is something in the very atmosphere of America which gives them life and hope and which raises them out of their stupidity and half animalism.

Legal News

United States Circuit Court of Appeals Eighth Circuit.

No. 3686, December term, A. D. 1912.

United States of America, plaintiff in error, vs. Kansas City Southern Railway Company, defendant in error.

In error to the District Court of the United States for the Eastern District of Oklahoma.

Mr. William J. Gregg, United States Attorney, and Mr. Philip J. Doherty, special assistant United States Attorney, for plaintiff in error.

Mr. James B. McDonough (Mr. S. W. Moore with him on the brief) for defendant in error.

Before Hook and Smith, Circuit Judges, and Van Valkenburgh, District Judge.

Van Valkenburgh, District Judge, delivered the opinion of the court.

This suit was brought against the Kansas City Southern Railway Company to recover penalties for violation of the act of Congress of March 4, 1907, known as the "Hours of Service Law" (34 Stat. L. Ch. 2939, pp. 1415-1416). The complaint is in five counts, in each of which the maximum penalty of Five Hundred Dollars is prayed. In these several counts it is charged that five employees of defendant, a conductor, engineer, fireman and two trainmen, were required and permitted to remain on duty for a period of seventeen hours and five minutes, or one hour and five minutes in excess of the maximum of sixteen hours provided by law; these violations are alleged to have been committed in connection with the running of one of defendant's freight trains between Mena, Ark., and Stilwell, Okla., on May 10 and 11, 1910. At the trial the following admission was made by defendant: "It is admitted that there was an hour and thirty-five minutes overtime for the engineer and fireman; the others were a few minutes less, but we admit they were in the employ over sixteen hours, as claimed by the government."

By its answer as amended defendant pleaded that the admitted delays were occasioned principally by coal that would not steam properly, although alleged to have been procured from mines producing good steaming coal, and to have been inspected before purchase. Additional causes of delay pleaded were the meeting of other of defendant's trains, switching, and cleaning fires. It is alleged that these causes were unknown and could not have been foreseen by the defendant, its officers, agents, or employees, at the time the train left the Mena terminal. Although the answer contained no such averments, evidence was admitted tending to show that a shaker rod connected with the grates of the engine whereby these grates can be cleaned while the train is in motion, did not work properly, and that this made it necessary to clean the grates with a rod while the train was stationary; also that the flues of the engine leaked, which caused a failure of steam.

It being conceded that the employees named had remained on duty for a longer period than sixteen consecutive hours, substantially as charged,

the defendant railway assumed the burden of discharging itself from liability thereby by seeking to bring itself within the following provision of the act.

"Provided that the provisions of this act shall not apply in any case of casualty or unavoidable accident, or the act of God, nor where the delay was the result of a cause not known to the carrier, or its officer or agent in charge of such employee at the time said employee left a terminal, and which could not have been foreseen."

The train in question left Mena forty-five minutes later than its stated time; it reached Poteau still behind time, and there took on coal and water; it next proceeded to Spiro, where thirty minutes were consumed in cleaning the fire grates, and thirty-five minutes more in meeting other trains; at Gans, the next station specified, an hour was lost in meeting train number 51; between Sallisaw and Windsor an hour and ten minutes were lost because of the alleged failure of the engine to steam properly; at Windsor there was a delay of fifty minutes occasioned by meeting two other trains; the distance from Sallisaw to Bunch is nineteen miles, and the time consumed in making this distance, exclusive of the fifty minutes lost at the intermediate station of Windsor, was three hours and ten minutes. This slow time is charged principally to engine failure. From Bunch to Stilwell, the terminal, the distance is fourteen miles; there then remained fifty-seven minutes within which to make this distance within the sixteen hour limit. The conductor, acting upon his own initiative, or the direction of the train dispatcher, reduced his tonnage by a little more than one-half and proceeded with the remaining cars to Stilwell. Because of further alleged engine failures an hour and forty-five minutes were consumed in making this distance, and thirty minutes more elapsed before the crew were released. The following additional delays were encountered in the earlier stages of the trip, twenty-five minutes for meeting an extra train at Poteau, thirty minutes for weighing cars and lumber, thirty minutes for luncheon and twenty minutes for taking on coal and water; at Panama, fifteen minutes for switching and setting out cars. It is conceded that these additional delays were usual to operation and that defendant is entitled to no time credit therefor. It is claimed, however that the thirty minutes consumed in cleaning fires at Spiro was due to the broken or bent condition of the shaker rod, which prevented the grates from being cleaned while the train was in motion, and that this, together with the engine failures due to leaking flues and poor steaming coal, was the proximate cause of the subsequent delays in meeting other trains; that the slow progress between stations was because of the faulty condition of flues and fuel. The court below was of opinion that the railway company had fully established its defense and directed a verdict in favor of the defendant.

The burden was upon the government to establish that the defendant had required or permitted its employees to remain on duty longer than 16 hours; this being conceded made a prima facie case. The excuses embodied in the proviso are separate

and affirmative defenses, (*C. B. & Q. R. Co. v. U. S.* (C. C. A.) 195 Fed. 241) which must be pleaded in the answer; and the burden is upon the defendant to sustain such allegations. Counsel for the railway company recognized this rule by the particularity with which they pleaded a latent defect in the coal, both at the outset and later by amendment, and also by assuming the burden of proof. If reliance was placed upon defects in the engine, such as a broken shaker rod and leaky flues, these defects should have been pleaded. The government should have been advised of the defenses it would be required to meet. The answer contains no such specific averments, and a general denial was insufficient for the purpose. It is contended, however, that court and counsel, by common consent, tried the case as though such alleged defects were embraced within the issues, and it is probably true that the record does not disclose any sufficiently specific objection to their consideration; therefore, they will be treated as though set out in the answer.

Of a closely analogous statute—the safety appliance law—the Supreme Court, in *Johnson v. Southern Pacific Co.*, 196 U. S. 1, L. C. 17, has said:

"The primary object of the act was to promote the public welfare by securing the safety of employees and travelers, and it was in that aspect remedial while for violations a penalty of \$100, recoverable in a civil action, was provided for, and in that aspect it was penal. But the design to give relief was more dominant than to inflict punishment, and the act might well be held to fall within the rule applicable to statutes to prevent fraud upon the revenue, and for the collection of customs, that rule not requiring absolute strictness of construction. (Citing cases.)"

"Moreover, it is settled that 'though penal laws are to be construed strictly, yet the intention of the legislature must govern in the construction of penal as well as other statutes; and they are not to be construed so strictly as to defeat the obvious intention of the legislature.' (*United States v. Lacher*, 134, U. S. 624.)"

This law was passed to meet a condition of danger incidental to the working of railroad employees so excessively as to impair their strength and alertness. It is highly remedial, and the public, no less than the employees themselves, is vitally interested in its enforcement. For this reason, although penal in the aspect of a penalty provided for its violation, the law should be liberally construed in order that its purposes may be effected. (*United States v. Kansas City Southern Ry. Co.* (D. C.) 189 Fed. 471; *United States v. St. Louis Southwestern Ry. Co. of Texas* (D. C.) 189 Fed. 954). The recovery is by a civil action, and the rules governing civil procedure apply. (*St. Louis Southwestern Ry. Co. v. United States* (C. C. A.) 183 Fed. 770).

The trial court in sustaining defendant's motion for a directed verdict indicated the view that the railway company was held to the exercise of ordinary care in anticipating causes of delay that might interfere with observance of this law. This also is the position of defendant in error, and we are asked to apply the rule of construction adopted with respect to the Twenty-eight Hour Law (34 Stat. L. 607), which was enacted to prevent cruelty

to animals by long confinement without rest while in transit by railroad. It is there provided that the carrier shall not confine domestic animals in cars for a longer period than 28 hours without unloading them for rest, water and feeding, unless prevented by causes "which cannot be anticipated or avoided by the exercise of due diligence and foresight." The carrier is liable for a penalty only when it "knowingly and wilfully" fails to comply with the provisions of the law. This court has held that the words knowingly and wilfully are designed to describe the attitude of a carrier, which, having a free will or choice, either intentionally disregards the statute, or is plainly indifferent to its requirements. (*St. Louis & S. F. R. Co. v. United States* (C. C. A.) 165 Fed. 69; *St. Joseph Stock Yards Co. v. United States* (C. C. A.) 187 Fed. 104). At all times the carrier has been held to the exercise of due diligence and foresight. The degree of such diligence, foresight and care required depends largely upon the object aimed at and the situation presented; and whether the defendant has discharged the full duty laid upon it is to be determined from the facts and circumstances in each case.

The act under consideration does not employ the words knowingly and wilfully. The carrier is made liable if it requires or permits any employee to be or remain on duty in violation of stated provisions. This case then falls within that class where purposely doing a thing prohibited by a statute may amount to an offense. Although the act does not involve turpitude or moral wrong. (*Armour Packing Co. v. United States* (C. C. A.), 153 Fed. 1; same case 209 U. S. 56; *Chicago, St. P., M. & O. Ry. Co. v. United States* (C. C. A.) 162, Fed. 835. By the terms of the proviso the carrier is excused "where the delay is the result of a cause not known at the time said employee left a terminal and which could not have been foreseen." Not merely which was not foreseen, but which could not have been foreseen. The phrase "by the exercise of due diligence and foresight" is not present. Counsel argue that by leaving out this phrase Congress intended to limit the liability of the carrier; that it meant to imply that what was not actually foreknown could not, in contemplation of this law, have been foreseen. We cannot assent to this interpretation. Clearly Congress did not intend to relieve the carrier from responsibility in guarding against delays in a matter deemed to be of such importance. By this act it sought to prevent railroad employees from working consecutively longer than the period prescribed, as completely and effectively as could be accomplished by legislation. To bring itself within the exceptions stated, the carrier must be held to as high a degree of diligence and foresight as may be consistent with the object aimed at, and the practical operation of its railroad. Conformably to this view it has been uniformly held by the courts that ordinarily delays in starting trains by reason of the fact that another train is late; from sidetracking to give superior trains the right of way, if the meeting of such trains could have been anticipated at the time of leaving the starting point; from getting out of steam or cleaning fires; from defects in equipment; from switching, from time taken for meals, and in short from all the usual

causes incidental to operation, are not, standing alone, valid excuses within the meaning of this proviso. The carrier must go still farther and show that such delays could not have been foreseen and prevented by exercise of the high degree of diligence demanded.

But three substantial matters of defense are presented for our consideration; the steaming qualities of the coal, the leaky flues of the engine and the defective shaker rod, which is said to have made necessary the cleaning of grates at Spiro and to have occasioned a number of subsequent delays.

It is shown that the coal came from an approved source; that it was inspected and bore no evidence of defect. It does not appear to have given trouble on any other occasion. It was the same kind of coal that the company had been using for years on that division. The engineer did not notice any defects in it. The entire testimony adduced to impeach the quality of the coal is meager and indefinite. The most that can be claimed is that the engine did not steam properly, and therefore the court must conclude that the fuel contained some latent defect. This falls short of carrying the burden imposed upon the defendant. Such a contention, if indulged, would go far toward rendering the law inoperative. In the absence of any proof to the contrary, and much positive proof in its favor, the presumption must be that the coal was good. The failure to make steam is much more reasonably to be assigned to the poor condition of the engine itself. Its leaking flues are particularly urged upon our attention.

There is evidence that the flues of this engine leaked at some point on this trip, or at least—as shown by the engineer's report—reached Stilwell in a leaky condition; but this would be no defense unless it appears that such a happening could not reasonably have been foreseen and prevented. Here, again, the testimony is indefinite and unsatisfactory. It is not shown when the leaking began. An attempt was made to prove inspection of the engine at Mena. This was confined to Billingsley, the engineer. His statement shows that his examination was a cursory one; in fact, insufficient to inform him whether the flues were stopped up or clear of cinders. At most he only opened the firebox doors and looked in. He stated a general practice of examining the engines; and that it was the duty of the fireman to look after the flues. Whether he did so on this occasion does not appear. The fireman did not testify. The record shows that on April 17 and 19, but two days apart, and less than a month prior to the happenings under consideration, the flues of this same engine were reported for examination, generally, and for leaks, under the heading "Repairs Needed." The engineer testified that when an engine gets old its flues will leak, and that the necessity of frequent repair of this nature indicates that they are beginning to fail. To meet the requirements of this law a railroad company must be held to a high degree of care to maintain its equipment in good condition for service. The proof of diligence in this case is far from being conclusive in favor of defendant.

It appears that the grates of the firebox are freed from cinders and clinkers by shaking while

the train is in motion, and during stops by means of a poker, which is carried for that purpose. When the fire is not burning well, it is customary to clean the grates while waiting at stations. At Spiro thirty minutes were consumed in cleaning fire, but whether the broken shaker rod prevented this from being done while the train was moving is not stated. This is, perhaps, left to be inferred. The engineer's report at the close of the trip contains this statement: "Reach rod to gates broken." In his testimony the engineer says that the rod was broken some time on this trip, but does not know at what point. Later in the day, on May 11, he took the same engine from Stilwell back to Spiro, and made another report asking further repairs to this same rod which was then bent and out of use. As we have seen, no adequate inspection of this engine at Mena was shown. We have two engineers' reports on the same day, but following distinct trips, requesting repair to this reach rod. Under such circumstances, we may well doubt whether this appliance was in good condition when the trip started, and if so, whether its derangement was not one of the ordinary incidents of operation which should have been anticipated? In the absence of any testimony fixing the time when this rod was broken, and that its defective condition occasioned the delay at Spiro for cleaning fire, we cannot hold that this defense, if it be one, was conclusively established.

The train dispatcher, throughout the trip, at least as far as Bunch, was fully aware of the progress this train was making and what trouble it was in. The conductor and crew were subject to his control. In traveling from Sallisaw to Bunch, a distance of nineteen miles, three hours and ten minutes had been consumed. At the latter station by lightening his train a little more than one-half, the conductor, acting presumably, or at least constructively, under the orders of the train dispatcher, assumed that he could reach Stilwell—fourteen miles away—in less than an hour. The condition of engine and flues was then well known. The court below thought this was a reasonable exercise of discretion, but there is no provision that such discretion can supersede the mandate of the law. Economical reasons alone will not suffice.

The rule of law is well settled that it is only when all reasonable men, in the exercise of a fair and impartial judgment, would draw the same conclusions from the facts which condition the issue, that it is the duty of the court to withdraw that question from the jury. We do not think this record discloses such a situation. The case should have been submitted to the jury, under appropriate instructions, to determine whether the defendant had taken sufficient precaution to see that its engine was in proper condition when it started, and whether the delays which occurred were the result of causes which could not have been foreseen by exercise of the necessary diligence and foresight. The judgment below must be reversed and the case remanded for a new trial in accordance with these views.

Filed January 24, 1913.

A true copy.

Attest: (Signed) John D. Jordan, Clerk U. S. Circuit Court of Appeals, Eighth Circuit.

Mother Wins Injury Suit, Son Now Dead.

Mrs. Rose Connors, 60, 1038 E. 78th street, stopped scrubbing the marble floors of a downtown office building and smiled when told that the Supreme Court had decided that a \$2,500 judgment against George Rackle Sons & Co., stone dealers, for injuries to her son, had been sustained—that she would get the money—unless of course, another technicality intervenes.

"I thought maybe I'd die too, like Jimmie, before the courts finally acted," the aged woman said.

The case was tried nine times. It went from Common Pleas Court to Circuit Court, then to the Supreme Court. Then it made a second trip. There were motions, injunctions and what not.

Jimmie died and his mother inherited the suit. Also she had to scrub floors after Jimmie's death, while she waited.

If Ohio had a law like the Green workmen's compensation bill now pending before the legislature Jimmie Connors would have received insurance for his injury before his death and his mother wouldn't have been forced to scrub floors. Thousands of dollars would have been saved in court costs and attorney fees.

Jimmie Connors was 18 when his hand was crushed while he was trying to lift a flywheel at the Rackle plant. That was in 1904. Three years later, when he became of legal age, he started suit for damages through attorney Joseph Stern, Hippodrome Building, and 12 men said he should be given \$2 500. That was trial No. 1.

After the judgment there was a motion to set it aside. It failed, and Circuit Court sustained the judgment. Then the company sought to enjoin the payment of the judgment. It claimed the case had not been assigned for trial in serial order—a question that had not been raised for years. Judge Babcock decided against the company. The Circuit Court sustained his decision. Then the case went to the Supreme Court, which "remanded the case to the Common Pleas Court for further proceedings according to law."—*Cleveland Press*.

The Usual Result.

The case of Paul Golik, Duluth, Minn., an Austrian laborer, who some months ago secured judgment in the sum of \$1,253.30 for personal injuries sustained by him, is only a sample of the thousands of cases throughout the country where workmen are compelled to contest in the courts for personal injury damages against employers. The injuries received by the workman referred to were of such a nature as to leave him a life-long cripple. By the machinations of the attorneys for Golik, the expenses of the litigation, since the injury, which occurred in 1909, have absorbed the entire amount of the damages awarded, and today Golik is without a cent and dependent on charity. This case is only an incident of the thousands of personal injury cases which wind up in the same manner and leave the injured workman without any relief. These facts argue with great force for the establishment in each state of a compulsory workmen's compensation law.—*Weekly News Letter*.

Compensation Act Revised.

A favorable report on the Senate workmen's compensation act, amended to make it apply to employees of express companies as well as to those of railroads, and to give state courts concurrent jurisdiction with federal courts in its enforcement, was agreed upon by the House Judiciary Committee.

The committee voted 15 to 5 for the report after a brief discussion, closing a series of hearings. The proposed law would prescribe specific amounts of compensation to be paid by railroads and express companies to any employee disabled by an accident while on duty.

The committee increased from \$100 to \$120 the maximum monthly wages to be used in calculating these percentages.

Some of the committee having questioned the constitutionality of the act, "a saving clause" was added, providing that no employee or dependent who shall have a right to compensation under the act by reason of its invalidity should be deprived of any other right action he would otherwise have.

As passed by the Senate, the act would have become effective July 1, 1912. The committee made the date July 1, 1913.

New Immigration Bill.

The Dillingham-Burnett immigration bill was finally adopted by the Senate in the form agreed on in conference. It contains the literacy test, requiring that all aliens over 16 years of age physically capable of reading must be able to read some language or dialect, including Hebrew and Yiddish. It also requires the payment of a \$5 head tax by every incoming immigrant, tightens the contract labor law, forbids masters and agents of ships soliciting immigrants to come to our shores, makes more drastic the white slave law, and strengthens existing immigration laws in other respects.

The bill had a stormy career in both houses, meeting with determined opposition from the outset. The most objectionable feature from the viewpoint of many is that requiring that all immigrants, with a few specified exceptions, must be able to read the English language, the language of the country whence they come, or some other language or dialect. All of the foreign-born members of Congress made a strong stand against this feature, which, however, was insisted upon as calculated more than any other to cut down the number of immigrants of the less desirable class entering our ports.

The reading test is not made difficult. It is simply designed to enable immigration officials to determine whether the aliens can, in fact, read. One of the exceptions will permit the entry into this country of aliens who desire to enter solely to escape religious persecution. Another would permit all aliens who have been lawfully admitted and who later shall go in transit from one part of the United States to another through foreign continuous territory. Aliens who are really passing through the country are also exempt from this provision.—*St. Louis Globe-Democrat*.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

My Love is a Blooming Young Maiden.

My Love is a blooming young maiden,
Endowed with a frolicsome mind.
Her eyes are with witcheries laden,
As ever 'mongst maidens you'll find;
She's gentle, kind-hearted and loving.
And says she is faithful to me;
I fear her affections go roving
Too often in frolicsome glee.

One eve in the twilight I caught her
Up close in my fervid embrace,
And there on my bosom I taught her
The love of my heart in my face:
She tore herself off and she started
Away with the speed of the wind;
'Twas thus in the gloaming we parted,
And lonely I lingered behind.

The next time we met I demurely
Sat listening to lectures she gave—
Her mother's eyes watched us securely—
I promised to always behave;
Of course, I surrendered discreetly;
What better just then could I do?
Because I was shadowed completely.
Right there with her mother in view.

The clock told the hour of leave taking.
Young Flora strolled out on the porch;
Her sides full of laughter were shaking.
And I like a deacon at church,
Until we were clear of the prying
Her mother directed along;
Again I embraced her, defying
The eyes that were watching for wrong.

My kisses profusely were given
On lips luscious ripe to be pressed;
I there had a foretaste of heaven,
As I pretty Flora caressed,
When off from the gaze of her mother,
She gave all her feelings full play;
And, ere with affection we'd smother,
We tore ourselves slowly away.

SHANDY MAGUIRE.

Eight-hour Day.

SHERMAN, TEX., Dec. 12, 1912.

EDITOR JOURNAL: I notice in the December JOURNAL that a Brother of Div. 396 writes "The possibilities of an eight-hour day are in the main slightly overlooked by most of our members." At the recent convention at Harrisburg the matter of an eight-hour day was brought up and after much discussion by a large number of the delegates, the most of whom were strongly in favor of the measure, it was agreed to let it rest until after the award on the Eastern Movement. Now that that is settled, I believe the time has come to agitate for shorter hours, both on the road and in the yard.

What good did the raise in pay which we got two years ago do to the Brothers? Immediately after the raise went into effect larger engines were put on in this part of the country, and some of our Brothers were put back to firing and more had to seek work elsewhere. In the yard here three switch engines are doing the work that five were doing before the raise. Now, where did we gain anything by the raise? Some lost their positions and the others have to work longer hours and work harder than before. It is true that the ones remaining get more pay per hour, but have to lay off for rest more than formerly, so at the end of the month they get no more than before the raise.

If the officials would spend a day or two on a road or yard engine they would see that the hours we put in are wearing a man out before his time with the amount of work we are obliged to do. The members of the other train organizations are also strongly in favor of the move.

I would like to hear from other Brothers through the JOURNAL on the matter.

Fraternally,
"SHORTER HOURS."

Golden Jubilee—1913.

This is the year to celebrate
The Golden Jubilee,
The birthday of our Order.
In Eighteen Hundred Sixty-three.

But fleeting years have borne away
Those gallant pioneers
Who organized the Brotherhood
Of Locomotive Engineers.

But the good work started by that band
Has spread out far and wide;
It meets the Atlantic breakers.
It greets the far Pacific's tide.

It is growing stronger day by day,
This Brotherhood of Engineers;
Oh, may she grow and prosper
For another fifty years!

BRO. GEO. W. KELLEY, Div. 1.

Why Kansas Farmer Flagged the Fast Freight.

EDITOR JOURNAL: A bunch of engine and train men were loafing while off duty in front of the Union Pacific Hotel, at Ellis, Kans., one evening at the close of a hot day in August, and as usual being in search of a good story and knowing them personally, I strolled up to them, helping myself to one of Cap Vose's ample cane-bottomed chairs that he usually had placed conveniently under the large maple-trees in front of his hotel; placing my feet at the proper angle on the iron railing that inclosed the little square of blue grass between the eating-house and the railroad tracks, I was ready to listen.

The men were laughing and joking among themselves, some of the old-timers had been telling of their experiences back in the eighties. Conductor McFarland, catching my eye, gave me a knowing wink. Mac always enjoys a good story, and knowing that I as usual enjoyed one, was willing to help start one for my benefit.

Mac, catching Jim Clark's eye, gave him the same wink, and said, "Say, Jim, did Casey Jones ever tell you about that old farmer flagging him on Sheridan Hill?"

Casey was sitting with his chair leaning back chewing his stogie, a big, smooth-faced old chap that had been with the U. P. for over 30 years, and is now pulling one of the through passenger runs west, between Ellis and Sharon Springs. In answer to McFarland, Clark said: "Oh, that's nothing; any old farmer with a hand full of alfalfa could flag Casey to a standstill if he was a

week late." The boys all laughed, but Casey only chewed harder on his stogy and smiled. I could see he was smiling at the memory of the flagging incident.

Some one made a motion, which was quickly seconded and carried, that Casey tell the story. After this I was sure of the story, for no railroad man can refuse to come across after this had been done.

I offered Casey a cigar by way of encouragement, which he placed in his pocket, saying he would smoke it after supper, but kept on chewing his stogy.

"Well, here goes, you fellows; if you will have an old story you have all heard before." A look came into his blue eyes that I knew was taking him backward many years, reviewing the life of one of the most successful engineers of the West.

Casey started his story by saying: "It was several years ago, when I was in the freight service between here and Cheyenne Wells, Colo., that the incident occurred that Johnny Mac has mentioned. Our freight men and engines were all in the chain gang, the same as they are now. We had a through fast freight run each way that was fancy, Nos. 11 and 12. It was usually all manifest, and there is no use in talking, the old man was certainly some particular about these runs, and especially the westbound train No. 11. Eighteen loads was our regular train and we then had the old eight-wheel standard engines, called the six and seven hundred class, and if anyone lost any time, or if in good weather failed to make up what the old man thought he should make up, there was then something doing. And when old man Bevard had a fellow upon the carpet he generally knew where he had been. One of us young fellows coming out of his office after a sitting of this kind, with the old man walking around and using language that he never learned in Sunday-school, looked as though our shoes were too small and we had corns. You fellows that don't know anything on freight now but consolidated engines, tonnage, and 16 hours, making 126 miles, know little of our troubles with the small engines, when we were late on that old eleven run. We made that 160 miles in less than six hours.

Charley Hall made it one day in four hours and forty-five minutes. You can't hardly get one of these 1,600 compounds you fellows are running on freight now-days started in that time."

"Come out of it, Casey, and tell us about that farmer. We don't want a lecture on compounds," said Clark.

"Now, son, don't you get in such an all-fired hurry; I'm comin' to that. Well, one day I left Ellis on the old No. 11 run, pullin' John Shoemaker, with his brother Frank braking ahead. I had engine 610, one of the best of that class I ever run. Burt Hamilton was firin' for me. Burt is now pullin' passenger east of here. We left late, as usual, but it bein' a nice day I was figuring on making up a good slice of that time, but when a fellow wants to make a good run something has to happen, and this time it was a hot engine truck journal. By the time we got out of Oakley we had dropped 30 minutes. Took a tank of coal at Oakley, and as everything else was going wrong, it was a poor grade of coal, fine slack, and by the time we reached Winona we had just scratched running time from Oakley, and that fireman's disposition was spoiled. Burt always had one like a buzz saw.

"After leaving the divide at Winona, it is seven miles down hill to the North fork of the Smoky Hill River, known to us old-timers as Sheridan Hill, and right on that hill was where I intended making up a slice of the time lost, but about half way down the hill I met my farmer flag-man. We were going some, and the old 610 was doin' some fancy steppin' when I saw a man way down ahead of me running toward the track and a swingin' an old white hat to beat the band. He was making mighty good time. I said something real naughty when I saw that fellow, for it was the first chance I had had on the run to make up any time. First thought I decided not to stop, as he had no red flag, but another glance at that fellow changed my mind. He was still runnin' and seemed in dead earnest about stop-ping me."

"Would you have stopped if you had been on the 610 that day?" said Casey, looking over at another old-timer, who

is running an engine on the run opposite.

"Oh, search me," says Clark laughing.

"Well, after takin' a second look at that old farmer, who seemed so determined to stop me, I thought perhaps he had found a broken rail, or knew of a bridge being burned, so I shot it all on (meaning that he applied the air in the emergency), and the old 610 came to a stop, on a fill, makin' a mighty good meetin' point with that farmer.

"Bert, my fireman, was standing in the gangway on my side, and I was leaning out of the cab window, both of us real anxious to know what the trouble was. After that fellow found he had us stopped he did not seem to be in very much of a hurry; he took his time climbing up the fill; when he finally got up on a level with the track, he looked up at me with what he thought was a very winning smile, and in a high pitched loud voice said: 'Say, did you all unload a breakin' plow for me up at Winona? I been expectin' that darned plow fur a week.'"

"Well, what did you say," asked one of the fellows, when the laugh had subsided, and Casey had succeeded in lighting his stogy.

"Who, me? Why, I did not have time to say anything; that fireman's disposition had received its last straw, so to speak. He jumped right down and tied into that farmer, then clinched, and they went rolling to the bottom of the fill; the farmer broke away at the bottom, and started in a mighty big hurry for home; the fireboy had become confused in the roll down the fill and was runnin' round in a circle swearing like a good railroad man should, and punching holes in the atmosphere with his fists; that fireman was some mad, and didn't care a darn who knew it, but he did not get the farmer located until he was nearly to the right-of-way fence; with a roar he started after Mr. Farmer again. I am positive that farmer would have made a good run and could have distanced Stormy (that is what they call him now, you know), but he got excited and his clothes caught on the barbed wire fence, and when he would get a couple of places loose,

that wire would have him caught at several other different points, but when Stormy arrived he put him clear through that fence in about two movements, and started through after him; but just then I happened to think of the old man and the time we were losing, so I called Stormy with the engine whistle. I don't think he would have returned, but when he got through that fence the farmer was just going over the hill a quarter of a mile away.

"Well, of course, it was all off for the balance of the trip; we went into Wells just 45 minutes to the bad."

"What did the old man say?" said one of the fellows, as Casey was on the point of closing his story.

"What did he say? I could tell you better what he did not say, and for once I was foolish enough to tell him the truth, and when I recited our little seance on Sheridan Hill, you should have seen him; he would not believe a word of it, and told me to go and tell it to some one who never saw a railroad. And that wan't all, either; the M. M. had me on the carpet for sliding the wheels on a furniture car when making that fancy stop on the hill, and like a chump I told him the truth; he would not believe it, either; he gave me one of his four-dollar looks and said, 'You don't suppose you can get me to believe any such a fool yarn as that. If you had told me that some woman had waived a handkerchief at you and you had made that kind of a stop I might have believed you, and I'll just give you ten days for not telling the truth.'

"Now, fellers, that is all there is of it. I am getting out on No. 3 tonight, and if I don't get a move on me and get home to supper the missus will want me to make out another delay report, and they are harder to explain sometimes than being flagged by a farmer."

DOPESY.

A Student Trip.

EDITOR JOURNAL: I had long wished for the time to come when I should make my first trip, and the time finally came. On January 5, 1913, Frankie, Mick and

myself were all called to deadhead about 117 miles south over the C. & E. I. We were given our transportation and ambled down to the station and climbed on the 2 o'clock passenger train and we were off. When half way down, our train was ordered to take blind siding to allow a drag to pass, which I rather think the "hogshead" on that drag was a student, for in pulling past us he got a draw bar, and there we were stuck about 55 minutes. We finally found ourselves on the main track again, and amused ourselves by seeing who could get in the deepest pit in a game of pitch.

We finally arrived at O. B. and chased in to get a lunch, and we had the pleasure of watching the train leave us behind. It had just begun to rain, so we went over to wake the liveryman, who was a man with a coarse voice and long hair. We told him we wanted him to drive us about nine miles, as we had to be at our station ready for business next morning. He finally consented, and told us to go back to the station and he would drive by for us, and after almost an hour's wait, Frank and Mick took the new lantern we had bought and hied over to see the cause of his delay. There was no drawbar pulled out, but the old man with the coarse voice had almost busted his air hose chasing a mule in the lot. Well, they helped him corner the hard tail, and they saw that he coupled up two, and here they came after me. Well, I got in the hack and we were off.

Such roads you never saw, both high joints and low centers, and we had to hold for dear life to keep the seat under us, but we finally arrived at the end of our drive, and found a place to flop all night. We were very fortunate in that respect, as the people were very kind and accommodating. We all turned in the hay and soon fell asleep, and the call-boy Henry yelled about 5:20, and it was raining to beat the band. We had a fine breakfast which the lady had well prepared, and such a breakfast as Frankie did eat. Mick and I were shocked at his appetite, but he finally quit.

Well, there was nothing for us to do but stay in the house until the rain should slack up, which it did about 7:00 a. m.

We then decided to start, so Henry, the pilot, took us out to the barn, gave each of us a big sack and told us to follow him. Well, we each grabbed a sack and fell in line and followed Henry. He led us along a path to a steep bank where he slid down feet foremost holding to the sack above his head for a brake, and down the bank he went; he finally stopped and yelled for us to do likewise, which, after an investigation, of which Frankie acted as chairman, we proceeded to do likewise. We all finally got down to the muddy bank and found Henry bailing out a big boat and we all got in. He took us across the chute and dumped us out and pointed to a place where we wanted to go. He then went back to the house. We took our freight along and walked west across the sandbank about a half mile and it began to rain, so we took a shovel from the pack and dug a pit in the sand. We then opened our freight and pulled out some big boards painted black and white and stuck them up all around our sand hole (he-onk-he-onk-he-onk). We all fell into the hole and waited. Frankie, the brakeman, says, "Get ready to flag them, for here they come." We got our flag ready, but when they saw that high pile of sand around our pit, and a lot of deep tracks around the hole, they honked some more and switched off to the west. Mick said that Frankie was too long for the hole, so he grabbed the shovel and the way he handled that sand you would have thought that he was a fireman instead of a hogshead. Well, he got the hole so deep that I could hardly look out, but we all decided that it was just a fit for Frankie.

We waited awhile and honk honk again came from the south, but our pile of sand around the hole was larger than before, so they too changed their course. This same thing happened about a dozen times, and Mick said I stuck my head up and that Frank sneezed, etc., and that he coughed, etc. Well, about 1:30 Henry showed up across the sand with a bucket and a basket, walking like he had the gout, stepping about six inches at a step, and when he got almost to us we noticed that he did not make a sign of a track in the

sand. I realized what we had done, and told the boys that I knew we should not have made such deep tracks, and that I had overlooked my order and forgot to tell them. He gave us the basket and the bucket, and we all got busy and ate all he brought; that was some coffee, too, I tell you. Henry said, "You fellows are the worst bunch of students I've seen yet. Just look at those deep tracks of yours, and my! what a pile of sand. Give me that shovel and I'll show you a trick." He took the shovel and began to destroy our tracks, and then he leveled the hump around the hole and fixed our decoys, and we all got into the pit. It wasn't long until a lone honk showed up and here he came and actually wanted to light, but Frankie beat him to it and filled him with a load of 2's. Well, when he brought him in he looked as big as the side of a caboose, and we were all happy, but Frankie forgot all about the short step and no tracks. When he went after that goose his tracks were a foot deep. We made him get out with the shovel and fill them up. After that the geese were not afraid to come near, so we knocked a few more over, and all decided that our student trip had taught us a lot about how to kill geese.

DR. H. L. LOGAN, Dist. Surg., C. & E. I.
M. MEINHOLD, Div. 606, B. of L. E.
FRANK BLAIR, Div. 675, B. of R. T.

Eight-hour Day.

BIRMINGHAM, ALA., Jan. 15, 1913.

EDITOR JOURNAL: I am inclosing a photo of my home, with my wife and aunt seated in my Stanley steamer, just starting out for a joy ride.



BRO. R. S. WALLACE, DIV. 432.

For twenty-eight years I have been running switch engines in the city of Birmingham. I joined the B. of L. E. in 1887 and am at present a member of Div. 482.

I am an advocate of the eight-hour day, with a legal limit of 12 hours for yard men. Yard work is hard at best, and engineers are about worn out after 10 hours of hard work, switching cars. If we could only quit work after 10 hours it would not be so bad, but when a man has to work from two to six hours on a switch engine after he should have been at home with his family it becomes very monotonous indeed, and this very thing is being done by lots of switch engineers right here in the city of Birmingham day after day.

These hours are too long entirely, and the yard men need more rest and more time with their families. Long hours make life hard for our wives, as well as ourselves, and sooner or later we engineers and wives will all break in a heap and be sent to some human scrap pile.

I think we should have relief after our day's work is done. Let it be eight or ten hours. Overtime money does not do anyone any good, but does most of us physical harm. We go home four or five hours late and find our wives worn out and nervous from the strain and anxiety. They, too, want shorter hours. Poor creatures! They get nothing at all for their overtime; and they are justly indignant and have a perfect right to go on a strike—or strike somebody. Almost any Brother knows how it is. When your wife is sleepy and worn out she can not be just what you would like to have her; but who is to blame? We nearly always put the blame on one who is at a safer distance than ourselves. Some of these days I am expecting an unheralded legislative body of wives of yard engineers to drop in on the responsible party and straighten out the overtime business, responsible party and all.

Yours fraternally,
R. S. WALLACE.

Retired on a Pension.

CHICAGO, ILL., Jan. 27, 1913.

EDITOR JOURNAL: When the Sterling passenger pulled into Sterling, Ill., on the evening of January 31, 1913, Daniel L. Tuttle will have terminated his long and honorable connections with the Chicago & North Western Railway and will be retired on a pension.

His many friends along the line and at either end will certainly miss him, as he had a kind word and a cheerful one for all whom he met.

Dan has a faculty of always seeing the



BRO. D. L. TUTTLE, DIV. 404, AND WIFE.

bright side of life and making optimists of those with whom he comes in contact. He has had an exceptional career, as will be shown by the following account:

Born near Batavia, N. Y., he was brought to Belvidere, Ill., by his parents when five years of age. In February, 1855, he began his railroad career by securing a position with the Chicago & Galena Union Railway. He continued in their employ until the war broke out in 1861, when he enlisted in the 8th Illinois Cavalry, at McHenry, Ill., Col. Farnsworth, commander.

After expiration of term of enlistment he left the army and enlisted in the navy

Was on board the gunboat Southfield when it was sunk in the Roanoke River near Plymouth, N. C., by the rebel ram Albemarle. Was taken prisoner and confined for six months in Andersonville prison. When Sherman was on his march to the sea the prisoners were removed to the new bullpen at Florence, S. C. Dan escaped during the transfer at Charleston, S. C., and was stowed away by Northern sympathizers for five months, or until the end of the war.

He was honorably discharged from the navy at Washington, D. C., in 1865 and returned immediately to his home in Belvidere, Ill. However, his stay there was of short duration, as he moved to Memphis, Tenn., where he remained for nine years; during all that time running an engine on the Memphis Division of the Louisville & Nashville Railway. The "Comet" was the name of this old engine.

One of Dan's proudest possessions is a diploma from the Memphis Agricultural Society at their Second Annual Fair awarded to him in conjunction with \$125 cash award for having run the greatest number of miles from October 1, 1869, to October 1, 1870; with the least cost of any engine on any road leading out of Memphis.

While South Dan was married on July 30, 1867, to Ellen O'Connell, of Memphis, Tenn.

He returned to Illinois in 1874 and entered the employ of the C. & N. W. Ry., where he has remained without interruption until the present time, running an engine continuously excepting a short time that he was traveling engineer, being the first one appointed to that position by the C. & N. W. Ry. During that time he was familiarly known by all railroad men as "Smoky Dan."

For four years he ran the Spring Valley passenger. Later for ten years he was on the Belvidere milk train. After the death of Pat Ryan he took the High Ball run between Chicago and Freeport, and remained on that run for nearly ten years, when he took his present run on Sterling passenger after the death of Johnny Allen.

He leaves behind him a record for effi-

ciency and economy that any engineer might be proud of. He earned official recognition on many occasions; the most important ones being when he ran engine 82 on Spring Valley run from June 23, 1886, to October 26, 1888, a distance of 118,172 miles, without any expense for repairs; and again from July 1, 1893, to August 1, 1895, made best record for average expense per mile of any engineer on the Galena Division of the C. & N. W. Ry., having covered in that time 122,226 miles at an average cost of 16½ cents per mile.

He is a charter member of Division 21, Memphis, Tenn., and has recently been elected an honorary member of that Division. He is now a member of Div. 404, Chicago, Ill.

His many friends and fellow-workers wish him a long life and a happy one. He leaves the C. & N. W. Ry. with the best wishes and highest recommendations from his superiors; and, best of all, he still is blessed with a robust body, a clear mind and perfect health after more than half a century of railroading, having never in his career as an engineer killed a passenger.

A FRIEND.

Early Days of the G. I. A.

CHILLICOTHE, O., Jan. 9, 1913.

EDITOR JOURNAL: I would thank you for space in the JOURNAL for a few lines and the picture of the wives of a few of the old engineers of Div. 65, in the days of '85 and '86.

The Division at that time was composed principally of the men of the old M. & C. R. R., now the B. & O. S. W. R. R., most of whom lived in Chillicothe, O. They were struggling for the erection of a new hall in which to hold their meetings. When the hall had been built the next thing was the furnishings for the same. The engineers' wives talked and planned during the following winter as to how they might serve the Division in helping them furnish this hall.

Our first decision was to get what we could from all the engineers' wives by donation. When this was acted upon we found \$42 in our collection. With

this we purchased office chairs for the platform.

Finding this method of raising money slow, we came to the conclusion we would give a bazaar, but thought in order to do this successfully we must organize an Auxiliary; and we held our first meeting on March 10, 1885, and with Mrs. J. M. Knopp chairman we organized the first Auxiliary to the B. of L. E., with a membership of 26, electing Mrs. S. P. Spalding (now deceased) president and Mrs. F. C. Washburn secretary.

Here some of the engineers turned the switch and let us in the side track, saying we were wasting our time and nothing would come of this Auxiliary; but you see we were all women, and, like the suffragettes, we were determined. We did not think this Auxiliary a panacea for all their ailments, but a good poultice, and we proceeded to work one day each week for the cause until fall, when the bazaar loomed up like a full moon shining in all its glory, and we filled the largest hall in town to overflowing for three days and nights, and netted \$1,147.

After this, when we had proved what we could do we were let out on the main track and given the right of way, and the engineers gave us the forward signal to go ahead. We then felt we were repaid for the struggle, although it did not end here.

With the money made at this bazaar Div. 65 was clothed in new regalia, a Bible and altar, as well as carpets, a banner, and so forth.

P. M. Arthur, then the Grand Chief, honored us in his address at the dedication by saying that Div. 65 had the best furnished hall in his jurisdiction.

There have been many changes since then, and we like sometimes to recall our first efforts in this work and give courage to younger workers who are interested in knowing the first impulse from which the starting of the Auxiliary sprang.

For this purpose and for the information of all, both the B. of L. E. and the Auxiliary, I have written the foregoing sketch.

Yours in the work,

MRS. J. M. KNOPP.



WIVES OF MEMBERS OF B. OF L. E. DIV. 65, IN 1885-1886.

Bro. C. A. Cahoon, Div. 206.

—
 TEMPLE, TEX., Jan. 22, 1913.

EDITOR JOURNAL: As follows you will find a little of the history of one of our oldest engineers, C. A. Cahoon, who has been running an engine here on the G. C. & S. F. R. R. since 1880. Col. Dell, as he is called by all who know him, has been a member of Div. 206 since 1883. He has served as its Chief for over four years, but has been a member of the Brotherhood since 1871, and claims to have been a member in good standing up to the present time.

Col. Dell, as we call him, was born in the state of New York June 19, 1843. His parents moved west when he was but a small boy. At the age of 15 he entered the service of the Racine & Mississippi Railroad at Racine, Wis., as a machinist apprentice, serving one year in the service. Not liking this work he was given a position on the road as fireman, holding that position until the Civil War broke out.

In the spring of 1861, the railroad operating officials told the men, especially the road men, those wanting to go to the war, or those joining the army would be granted a leave of absence during the war; and all wishing to return, their positions would be held for them, with all promotion, they would have had, the same as if they had remained with the company.

Col. Dell claims to have been one of the first to respond to President Lincoln's call for soldiers. With his father's consent he joined one of the first Wisconsin regiments. He claims to have been in many hard-fought battles, receiving but one slight wound. He was captured and taken as prisoner with half of his regiment at Brentwood Station, Tenn. From here they were taken to Richmond, Va., and placed in the Old Liberty Prison. They remained there about one month, was exchanged and rejoined his regiment at Murfreesboro, Tenn. After the close of the war Col. Dell resumed his old position that he had left as fireman.

In 1868 he was promoted to engineer and has been in constant road service as engineer for over 40 years.

In 1871 he with three other engineers were sent with their engines up to Minnesota to help the Milwaukee & St. Paul road out in the great grain rush. When he returned to Milwaukee, on account of the cold weather that winter they all quit and came south, and all secured positions running engines on the Houston & Great Northern Railroad out of Houston.

Brother Cahoon remained on that road seven years, and quit to come to the G. C. & S. F. R. R. in the summer of 1860; the mileage at that time only being about 100 miles. Col. Dell has a record



C. A. CAHOON, DIV. 206.

that he is very proud of, being on constant passenger service on this road for over 32 years, and claims that he has never had an accident in all these years that he was blamed for or held responsible in any way. He claims to have never seriously injured a single passenger on his train, has never hurt a fireman that has fired for him, and has never gotten a scratch himself in all his long service as engineer. He claims to have never had a demerit mark placed against him, and to have never received a reprimand from any official of the three roads that he has worked for. He is also very proud of his diary that he has kept for nearly 40 years, keeping daily notes

for all this time. He has the number of every train he has pulled, the name of every fireman that has fired for him, the name of every conductor he has pulled, the number of every engine he has run.

Col. Dell is still in the best of health, and is pulling one of our fast mail line passenger trains, and feels very proud that he is the senior engineer on the G. C. & S. F. R. R., and says there are very few if any employees on the G. C. & S. F. in any department that are older in seniority than he.

Col. Dell is a jolly old fellow, and is liked by all who know him. He has raised and highly educated four children, who are all married and settled in life, and he has a beautiful home here for himself and wife.

We have several other old engineers, whose record is along with Brother Cahoon's whom we feel very proud of, and I would be very glad, if space would permit, interviewing them and sending their records along too with Brother Cahoon's, and hope some time in the near future that they will consent to give their past history as Uncle Dell has, that I may give you their history also.

Yours fraternally,

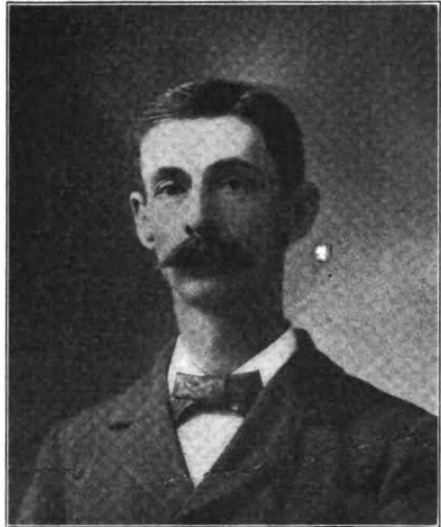
M. R. MARTIN, S.-T. Div. 206.

Bro. J. H. Sawyer, Div. 516.

EDITOR JOURNAL: I am inclosing a short sketch and picture of Bro. J. H. Sawyer, who is a member of Div. 516, B. of L. E., at St. Paul, Minn., who has just been retired on a pension on account of ill health by the C., St. P. M. & O. R. R. Company. Brother Sawyer was compelled about four months ago to give up his run on the Limited between Minneapolis and St. James, on account of a nervous breakdown. There is no one that feels it as keenly as Brother Sawyer does, as his whole heart was in his work. Although not an old man yet, only 55, he was quite old in the service of the Omaha Company, as he commenced when a boy in 1874, and worked for his father in the freight house, as his father was freight agent at that time; he worked three years for him and then went firing, and was promoted to engi-

neer, and has been in continuous service as engineer for 32 years for the same company. There are but few engineers that can step down and off an engine with a better record than Brother Sawyer has. He never had a wreck nor an accident in all these years, nor cost the company a dollar by his fault, a record that any engineer could feel proud of.

The company officials acknowledge by his retirement that they have lost one of their best engineers. He was considered by all the men on the road to be the best posted man on air or anything per-



BRO. J. H. SAWYER, DIV. 516

taining to the movement of a train or engine. He has seen the record of the road develop from one passenger and freight train a day to seven passengers each way and a dozen freights with their largest engines.

He has left this beautiful State of Minnesota for that paradise State of California, in which he expects to gain his health. It was with profound regret to all of us at the separation, and we all wish him a speedy recovery of his health.

Before he left he and his wife were given a little surprise by his brother engineers and friends at the home of Bro. Louis Sharpless, 83 Royalston ave., Minneapolis, on the evening of December 22. Through the kindness of Brother Sharpless and his wife they arranged to

have Brother Sawyer and his wife at their house, and some of their old friends and associates, that they might have a visit and meet their old friends face to face before leaving for their new home in California. The evening was spent in talking over bygone days, and remembrances of old times. After that they sprang a surprise on Brother Sawyer and his wife by presenting Brother Sawyer with a solid gold chain and charm. The charm has the initials "B. of L. E." on it as well as his own, which we hope he will wear with pleasure to himself and honor to this grand organization that we all think so much of. Our wishes are that he may live long to enjoy their use. We would ask that sometime when he is wearing them they may bring back to his mind a well-spent time with us. And to Mrs. Sawyer, who was not forgotten, was given a beautiful pin, which any lady would feel proud to receive. To say the least, they both were deeply affected by these gifts.

After that Brother Sharpless and his wife had prepared a fine lunch, which was partaken of freely by all. They had coffee, cake, sandwiches, ice-cream and cigars. The evening spent will long be remembered by those present.

E. W. WINTER, Div. 516.

Bro. Joe Hill, Div. 823.

NEW SMYRNA, FLA., Nov. 13, 1912.

EDITOR JOURNAL: Inclosed you will find a postal card of Bro. Joe Hill taking a Sunday ride in New Smyrna. Brother Hill is a passenger man here, but is still



BRO. JOE HILL, DIV. 823.

full of life. He enjoys the riding behind William Taft, better known as "Bill."

The goat belongs to me, and is very familiar with riding on the back of a tank.

If you can show Brother Hill in the JOURNAL will be glad to see it. We are not so proud of his good looks as we are of him as a Brother. Thanking you, I remain

Fraternally yours,

P. A. POWERS, Div. 823.

Honorary Badge Appreciated.

WINNIPEG, MAN., Jan. 13, 1913.

EDITOR JOURNAL: I am inclosing you a letter from Bro. Andy Daly, a member of Div. 76, who has been granted the G. I. D. badge for 40 years' membership in the B. of L. E.; also a photo of Brother Daly wearing his badge. Division 76 would appreciate his photo put in an issue of the JOURNAL with his letter of appreciation which follows.

Fraternally yours,

JAS. MILLER, S.-T. Div. 76.

ROSSLAND, B. C., Dec. 7, 1912.

Mr. James Miller, S.-T. Div. 76.

DEAR BROTHER: I beg to acknowledge the receipt of your letter of September 25, inclosing a letter from our Grand Chief, also a badge from the Grand Division.



BRO. ANDY DALY, DIV. 76.

I am very sorry to say that on account of sickness I was unable to answer you before. I beg to thank the officers and members of Div. 76 for their kind efforts toward having the Grand Division present me with this splendid badge, which I treasure more than anything that I possess.

I inclose a photograph of myself wearing the badge; this photograph is capable of being reproduced.

Hoping to be excused for the unavoidable delay in answering you, and wishing yourself and all members of the Brotherhood the compliments of the season, and many of them, I am

Fraternally yours,
ANDY DALY.

My Experience as a Boss.

BY J. W. READING.

(Continued from February JOURNAL.)

The engineer on the mixed train running without a light of any kind on the front of his locomotive was hired upon the recommendation of the friend of my early railroad days not long before he, the friend, superseded the old traffic manager. This engineer had been an employee of the Pere Marquette Company running an engine on a branch of that system which terminated in our terminal city, and of course was well acquainted with the man who was station agent for the same company. This locomotive man lost his position with the P. M. Company for having a collision inside the yards of the terminal city, and the alleged cause was that he was washing his face and hands at a time when his attention should have been given entirely to his engine, track and signals ahead.

I gave him employment, thinking, of course, that he certainly would be an improvement over some of the former \$2.50 per day engineers we had in our service. I was disappointed in the man from the start, as he showed a lack of good judgment on a number of occasions before he got mixed up with the switch engine. When his friend, the one-time station agent, finally became our new T. M., he seemed to have a

great deal of business in the general office, and I afterwards learned that his business with the new T. M. was something in the nature of a self-appointed adviser. He told the new T. M. where the service could be improved in the handling and repairing of cars and engines. He discussed my faults, as well as those of everybody working under me, except himself. Little matters of no material consequence which happened out on the line often reached me first through the new T. M., and I was not long in locating the source of the information; in fact, I came to the conclusion that he wanted my job.

When first hired I questioned him about the B. of L. E. and finding he was not a member asked why he had not joined the Order. Then he made about the same excuse that I have often heard during the last forty years. Same old tale of how some of the old B. of L. E. men had "knocked" on him and tried to beat him out of his job, and how out of revenge he refused to affiliate with the organization. He, no doubt, like others I have heard discuss the merits of our Brotherhood, expected the institution to fall when he turned his back upon it.

It was not many moons after he came to us that I came to the conclusion that the B. of L. E. was a case of "sour grapes" for him.

I discharged this engineer without an investigation for striking the switch engine, and in less than 24 hours the new T. M. called me up to advise that he thought I had made a serious mistake in discharging this experienced engineer; that I should have discharged the entire switch crew instead. I ordered the conductor of switch crew off for 30 days, and, if I remember right, laid the balance of the crew off for 15 days. I figured that the engineer discharged was most to blame, and when I told my new boss what I had done I also told him that my decision would stand and that if he attempted to force his engineer friend back upon me that he would be obliged to have a man ready to assume the duties of superintendent.

The discharged engineer never came to me but took up a great deal of the time

of the new T. M. trying to get himself reinstated in spite of my wishes.

The new T. M. for quite a long time tried to get me to reconsider my action and reinstate that engineer, but never went far enough to make a suggestion that might be considered in the nature of a demand.

Inasmuch as I knew of the tales that were continually carried to the new T. M. by this engineer, my dislike for him was well established and I did not cherish an overabundant amount of love and respect for the man higher up for allowing this tattler the freedom of his office.

During the time that Mr. Rau was with me he had an assistant who was a natural mechanic who learned rapidly under the instructions of his superior. It was upon this assistant that I placed the responsibility for locomotive running repairs and he proved himself worthy of his hire.

It was not quite a year after Mr. Rau left me when this man was accidentally killed.

In the car repair shop, where there was no pit, the carpenters had the body of a tank, jacked up for the purpose of putting in some new timbers.

After the carpenter work was done, my machinist was called to locate place for auxiliary reservoir and brake cylinder, and while he and two of the carpenters were under the tank, the blocking at front end broke through floor. The machinist ran toward the front end and was crushed to the floor. Had he not moved or had he gone in any other direction he would have escaped, as the rear end of tank body remained on the blocking.

The loss of this man gave me more trouble than any service I had lost up to that time and my locomotive repair work was more or less hampered from the date of his death up to the time I threw off the road's responsibilities and took up the pleasanter vocation of tightening strings on pianos.

I missed the services of the man we lost when we were trying to move sixty cars of logs each day and very much so when through the fault of incompetent engineers three of our engines were seriously disabled inside of two weeks.

My troubles did not end when our regular mixed train mugged up the switch engine.

Following closely upon this last-named affair we had a disaster that cost the life of another employee.

We had a "home-made" snow plow that gave quite good service and it was our custom when snow was heavy and drifting to couple rear end of plow to rear of coach to clean off rails when the train backed to the city depot. The bell-cord was strung from cupola in plow through coach and over tank of engine to whistle.

In the cupola there was also a second rope leading to a gong in center of car that governed the action of two men who handled a lever at each side of the car that raised and lowered the flangers. We always got two section men to handle those levers and nearly every time used, during the time I was superintendent, I took personal charge of the plow when it became necessary to run it. It was a foregone conclusion that that plow would come back with the flangers torn off should I trust it to the care of others; at least, that was the result on almost every occasion when not in charge myself.

During the winter up to the time of the accident which I am about to relate, it had been necessary to use the snow plow frequently. On fully a dozen mornings previous we had to use plow to get our train to the city, and on each and every morning I was there to see that whistle rope and everything else was right before starting, and then I took the place in cupola to see flangers were raised and lowered at the proper time and that the engineer got the proper warnings when the occasion required.

The plow was kept on a short siding next to main line on a fill. At the rear end of this siding the embankment was twelve or fifteen feet high. The train would back onto plow, pull it out on main line, where everything was put in shape before backing to town.

On the morning of the disaster I concluded not to go with plow and ordered that a section foreman with two of his men take charge of it.

On account of the snow the boys were

delayed getting engine turned and train ready. They backed onto plow, pulled it on main line and, for some reason or another, forgot to close the switch, and, not taking time to couple up whistle cord, the train crew signaled the engineer to back up.

It being a cold morning, the engineer closed the side window of cab and proceeded back onto the siding. The section foreman jerked frantically at the whistle cord, the engineer failed to notice his engine was taking the side track, and it was claimed by those who saw it that the "plug puller" did not shut off steam until after the wrecking of plow had stopped engine.

The plow stood almost perpendicular; the end of coach was torn out; one of the section men was impaled on flange lever, and was in such a position that the foreman and other helper had difficulty in releasing him; and, to add to the confusion, the plow caught fire from the stove that was torn loose from its fastenings.

I was still in bed in my room when I heard some one hollow, "The snow plow is on fire!" I slid into my clothes about as quickly as I ever did in my life, as that old, crude, home-made plow was to me about as sacred a thing as there was to be found around those diggin's. I made a twenty-rod run through snow knee-deep that would have done credit to a much younger man.

Others ahead of me, however, had brown some water and snow on the blaze, and had also gotten the injured man out, who died about one week later from his injuries.

Had I taken charge of the plow that morning that life would not have been sacrificed. That train would not have started for town until every precaution for safety had been taken.

No one knows or can see or feel the results of such damnable neglect and carelessness as much as the man who is supposed to be responsible to a greater or less degree for the actions of the men he employs and the safety of property entrusted to his care.

In this case I discharged the brakeman who left the switch open and took the engineer off of his run for the balance of the winter. I blamed him for taking a signal to back up when he knew the signal cord was not connected up, and also for not keeping window open until he got started, and not noting the unusual shock his engine must have shown when striking curve, guard rail and frog, while taking siding.

On this train the conductor remained in the city at night; brakeman and baggageman bringing train back to round-house at night and taking it to town

again in the early morning. As this train consisted of only a box car used for express, baggage and light local freight and the coach, it did not really require the conductor's help; and besides, he was express agent and mailcarrier, which, in addition to his duty as conductor, required his presence at depot for some time after his train got in at night, and before it left in the morning.

Our snow plow was not so badly damaged, but the whole end of coach was torn out. This wreck must have cost the company \$500 for repairs to plow and coach, and cost for labor in getting them out of the hole.

I never learned how much the directors paid the widow of man killed. All I know is that a cash settlement was made.

(To be continued.)

Railroad Men's Home.

HIGHLAND PARK, ILL., February 1, 1913.

EDITOR JOURNAL: The following donations were received at the Home during the month of January, 1913:

B. OF L. E. DIVISIONS.

Div.	Amt.
88.....	\$12 00

G. I. A. DIVISIONS.

Div.	Amt.
58.....	\$ 5 00
297.....	2 50
405.....	46 00

Total\$53 50

SUMMARY.

Grand Division, B. of L. E.....	\$2540 27
Grand Lodge, B. of R. T.....	2523 11
Grand Lodge B. of L. F. & E.....	1591 81
Grand Division O. R. C.....	257 66
B. of R. T. Lodges.....	148 00
O. R. C. Divisions.....	90 00
L. A. C. Divisions.....	80 00
B. of L. E. Divisions.....	12 00
G. I. A. Divisions.....	53 50
Reimbursement of amount paid for the funeral of Bro. D. A. Clark, of Div. 21, B. of L. F. & E.....	73 00
Siegel, Cooper & Co., Chicago, Ill.....	50 00
Dividend on Carhartt stock.....	14 00
From members of Div. 703, B. of R. T.....	20 00
From the bank in the Yardmaster's office at Portage, Wis., through the efforts of Bro. Thos. Bloomfield, Div. 428, B. R. T.....	3 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 456, B. of R. T.....	1 00
J. F. Clark, Div. 441, O. R. C.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00
Dan McCaughrin, Div. 267, O. R. C.....	1 00

Total.....\$7411 35

MISCELLANEOUS.

One quilt from Mrs. Fred Rahn, Lynn, Mass.
 Quilt from the Baptist Ladies' Aid Society of Amory, Miss., through the efforts of Mrs. J. T. Wade
 Quilt from Div. 3, L. A. C., Columbus, O.
 Quilt from Div. 8, L. S. to B. of L. F. & E., Garrett, Ind.
 Quilt from Div. 174, G. I. A., Evansville, Ind.
 Quilt from Div. 409, G. I. A., Asheville, N. C.
 Respectfully submitted,
 JOHN O'KEEFE, Sec.-Treas. & Mgr.,
 Railroad Men's Home.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 227 18th avenue, Columbus, Ohio.

Matter for the Grand President, address to MRS. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, MRS. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1509 Morse avenue North Side, Chicago, Ill.

Spring.

When the sun has southward turned,
And blustering March makes free confession
By swelling buds that spring has come,
The flowers form in sweet procession,
Soon beneath the withered leaves
In the sheltered woody places
Fair spring beauties wake and blush,
Lifting pinky perfumed faces.

Released from winter's icy chain
The low-voiced brooklet sings again,
And gladly smiles each velvet plain
Where myriad fair-lipped flowers are born.
They wake from sleep the rippling rills,
The downy dells and green-clad hills,
And mossy nooks where daffodils
Unfold their yellow cups at morn.

See plains bedecked with cowslip flowers,
Now smiling in the morning hours,
And daisy-pied the banks and bowers,
Where cuckoo's welcome note began!
Come, weary hearts, leave toil and care;
Come, breathe the life reviving air,
And view the scene of glory fair—
'Tis nature's banquet spread for man.

J. H. A. HICKS.

Doing Away with Credit.

It is hard now to realize that less than a year and one-half ago we practically never had any money on hand and were in debt most of the time. My husband had a steady position with a salary of \$60 a month. Of this amount about \$20 were supposedly spent for groceries and meat, \$10 for rent, \$10 for heat and light and for replenishing the household things, \$2 for milk, \$2.40 for insurance, 60 cents for newspapers, and the remainder for clothes, pleasure, incidentals, et cetera.

As a matter of fact there wasn't any remainder. Our credit was good and whatever we needed we bought on credit until pay-day. In this way each month we usually owed such bills as these: small bill at drug store, laundry bill, installment on furniture, clothing bill, bill at drygoods store. After we had paid these we had nothing left, so perforce went in debt for necessities again next month. We knew this was wrong; but the little bills must be all paid. We argued that we bought nothing foolish or extravagant, that no civilized person could exist without buying things other than food and shelter. Frequently our checks failed to cover the bills and we were obliged to ask the tradespeople for more time in which to pay.

This condition sold my husband to his employer! He was as much a slave as if he had been owned in fact! He *had* to hold his job, no matter what transpired; for where would we be financially if he lost even one week's wages?

In April, 1911, we lacked \$10 of having enough to pay all our bills, and we decided that, come what might, we *would* get on a cash basis. That month we economized in many ways, but after paying the bills in May and reserving \$5 for emergencies, we had only \$2.50 left to begin paying cash! But we decided that pay cash we would. We began with the grocery bill and decided that \$2.50 must feed us for one whole week! And it did! We ate pancakes for breakfast, dined on soups and liver and ate four meals without any butter; but we got through the week without

any bills. Of course I then had to stock up my depleted pantry, but I was more careful than ever before in my purchases, so that on June 10 I had only a small three weeks' bill to pay. This left me \$3 in cash to use for food, and it lasted us sixteen days.

I had six hens, and our garden was beginning to yield a little, so we managed on this amount. On July 10 I paid our last grocery bill! We continued to eat cheap meat and depended on the garden for all vegetables except potatoes.

Having money enabled me to buy more cheaply than on credit; but even so a good many suppers consisted of only bread and butter, an egg apiece, a creamed vegetable and lettuce salad. If it had been winter, I doubt if such a light diet would have been sufficient.

We also economized on our clothes. The only hat I had was a seventy-nine cent sailor, and my husband wore the patched remnants of his winter union suit until August! We laugh now in recalling our "starving time;" but it was not so funny while it lasted. More than once our resolution wavered.

By paying cash for everything we gradually caught up with our other expenses and now we are even saving money.

MRS. M. E. S. — Colo. — *Pictorial Review*.

These days, whenever women meet in large or small crowds, invariably the high cost of living becomes a topic of conversation.

This article, in a way, seemed to me to solve the question, and I feel like passing it on to our engineers' wives.

EDITRESS.

A Little Leaven.

BY ELIZABETH WHITFORD.

The droll experience that captured first prize in the *Housewife's* recent contest.

In that small New England village we took our religion hard. The modern, affable preacher who delivers humorous sermons had then no prototype.

One cold Sunday, mother, brother Tom and I started early to church, as mother wished to stop on the way to inquire about a neighbor who was ill. She found

Mrs. Taner much better and remained to chat a minute.

Mother complained that her bread had not been raising properly. As Mrs. Taner had had no trouble, she insisted that mother take a piece of her sponge to start bread in the morning. She wrapped the dough in a clean cloth and stuck it in mother's pocket. We found father already in our pew at church and the red hot stove nearby was making the air fairly palpitate with heat. After the anthem, the old minister offered his usual long prayer. My eyes, though cast down, roved childlike in search of distraction and descried a strange lump on mother's lap which enlarged even as I gazed. I nudged mother gently and pointed to the lump. Her hand went into her pocket and found that the heat of the room and of her body was making the sponge rise. Fingers still in her pocket she began working frantically to keep the sponge down. Tom was beginning to giggle and I was silently convulsed.

Father looked very stern and mother still busily kneaded, working until her fingers were powerless. "Elizabeth," she whispered, "put your hand in my pocket and work that dough." My frail left hand labored to poor effect. That lump did not diminish. We were panicky, even hysterical, before the minister arose and read from First Corinthians, "Know ye not that a little leaven leaveneth the whole lump? Purge out therefore the old leaven, that ye may be a new lump, as ye are unleavened." Through these and two more verses about leaven mother worked at the sponge, kneading, kneading.

The hymn announced brought us to our feet still kneading, and when the congregation began to sing, "I Need Thee Every Hour," Tom's laugh and mine were mercifully drowned in the volume of sound. Mother hysterically worked in time to the chorus of "I Need Thee, Oh, I Need Thee."

If We Only Understood.

It was on a Pennsylvania sleeping car coming east, says an exchange. All of

the passengers had retired, except one man, who, holding a crying baby in his arms, moved wearily up and down the car, kissing the downy head of the child, and speaking softly and gently to the troubled little soul, as he sought in vain to quiet it. A man is good for many things, and sometimes good for nothing, but when it comes to tranquilizing an irritable infant, he realizes how largely his usefulness is impaired, and his pride is humbled into the dust.

A woman with a falsetto voice, who had just awakened out of a slumber, put her head out of a berth and yelled, in a tone of the deepest indignation: "Take that child out of the car!" And, as if this was the signal for concerted action on the part of the passengers who had formed a combination of three different keys, and a fat man who for one hour and fifteen minutes had been making the night hideous with his snoring, suddenly roused up and snarled out: "Why don't you carry the child to its mother?" And then a chorus of emphatic protests echoed along the car: "This is a gross imposition; where is the conductor?"

The man with the child halted a moment, his mouth quivered, a sob choked in his throat. He finally drew the frail body down close against his breast and kissed with infinite tenderness the tear-filled eyes, and then said, while the volley of protests were hushed for a moment: "I would like to take the baby to its mother—God knows how I would like to—the little one has been crying ever since we left her; but I cannot take it to its mother, for she is in the baggage car in her coffin, and we are taking her back to her old home, where she may sleep until Jesus comes, under the blue sky where she played as a child. The baby misses the touch of her hands and her mouth, and, oh, we both miss her so much!" Then the sounds of the strong man's sobs, unrepressed, filled the car.

In less than a minute 12 women were in the aisle of the car, headed by the fat man in undress uniform, each woman with a wealth of tenderness in her face, and the man sobbing as if he had lost his best friend. "Forgive us; we didn't know. Poor little darling. You lie down

and sleep; we will take care of the baby." The tired child lay its head down on a motherly woman's breast and was soothed to slumber by a lullaby.

How often, in the way of life, our largest pity would be folded all about the broken hearts if we could only understand, and thus the weary way be sweetened to the sons of man by pouring in the balm of God.—*Modern Woodman.*

Union Meetings.

ST. ALBANS.

On Monday evening, November 18, 1912, a reception was given by Bellevue Div. 114, in Odd Fellows Hall, with Mrs. W. A. Murdock, Grand President, and Mrs. J. F. Cook, First Assistant Grand Vice-President, as their guests of honor.

Representatives of the Divisions of the Auxiliary from Concord and Nashua, N. H., Rutland and Boston, were also present.

The address of welcome was given by Alexander McConnell of this city, Chief of Brotherhood Div. 330, and was responded to by Mrs. E. L. Pelsue, President of Sympathy Div. 119, Rutland, Vt.

A very pleasing program was given by members of Bellevue Division, which included the two penny drills being beautifully exemplified, also musical selections and recitations. One of the most pleasing features of the evening's program was a song by five little tots.

Some very good remarks from our dear Sister Cook, and lastly an eloquent address by our Grand President, made all feel that they will be very anxious to hear her again in the near future.

Refreshments were then served. All left for their homes after passing a very pleasant evening.

Tuesday, November 19, Sister Cook devoted her time during the morning hours in assisting Sympathy Div. 119 in practicing for the afternoon session.

The afternoon session opened with ritualistic form. All the different forms of work were carried out by the home Division except initiation, that being exemplified by Sympathy Division. Sister Grand President, also Sister Cook seemed to be well pleased with all.

It was with much regret that Sister Cook had to leave us immediately after the meeting, as her little grandson was thought to be dangerously ill, but has since recovered. Meeting closed in form, Sisters Murdock and Cook each being presented with a large bouquet of carnations.

At 8:30 p. m. all visitors and members were escorted to the American House by Sister Parmlee, chairman of reception committee, where a bountiful banquet was awaiting our arrival.

Much credit is due Mr. and Mrs. H. A. Dunbar, proprietors, for the manner in which all were served. Mr. Dunbar being once a railroader, knew how to entertain a body of jolly women that were interested in railroad organizations such as the noble G. I. A. to B. of L. E. Owing to the sad incident of Sister Cook's departure, the after-dinner exercises were omitted. All left for their respective homes feeling well paid for their trip, hoping all to meet again soon.

A MEMBER.

CENTRAL, PA.

Central, Pa., circuit union meeting was held in Carbondale, on Jan. 30, under the auspices of Div. 120. At an early hour the Sisters began to put in their appearance and before noon 14 Divisions were represented.

Sister Cassell, Grand Vice-President, came over from Ohio by invitation and acted as critic for the occasion. Sister Riley, G. O. and I. of Div. 80, Mauch Chunk, was also present. Div. 120, Sister Booth President, exemplified the floor work. Sisters Nagle and Heeter were Marshals and Sister Hinton, Musician.

All corrections were taken good-naturedly and we believe this meeting will result in great benefit to Div. 120, at least, as the members are all bright, most of them young and willing to be taught. A pleasant feature of the afternoon was the presentation of a bouquet of pink carnations to Sister Booth from Div. 276 by the President of the second Division in Carbondale. This little act of courtesy showed the good feeling which should always exist between Divisions located in the same town.

Sister Booth, in behalf of Div. 120, presented the Grand Vice-President with a beautiful cut-glass vase, which will be a reminder of her pleasant visit with the Pennsylvania Sisters. Sister Cassell was asked to talk for the good of the Order, and especially on the subject of the "Orphans' Fund," which she did in a forceful manner. We cannot understand how anyone could listen to the forceful talk she gave and refuse to help in so worthy a cause.

We know her influence was greatly felt and that the fund will be materially strengthened by her visit in this locality.

In the evening we had the pleasure of the company of a few Brothers, and Brother Bayley especially was appreciated for his singing. Sisters Cassell and Riley kindly taught us many fancy penny marches, and altogether the day was one of profit as well as pleasure.

A VISITOR.

New Divisions.

DIVISION 532, NASHVILLE, TENN.

John Thomas Division 532 was organized at Nashville, Tenn., Dec. 31, 1912, with 29 names enrolled and 24 present. We met at the Odd Fellows' Hall at 2 o'clock. Sister Chas. D. Sursa, Grand Organizer and Past-President of Mizpah Div. 136, Howell, Ind., proceeded to organize this new Division.

After going through with the organizing and electing officers we adjourned for a short while to admit the good Brothers and friends to witness installation of officers. Sister J. W. Alsop acted as Marshal of the day, and will also fill the Past-President's station. Sister Chas. A. Hewitt was elected President.

After installation some splendid talks were given by the Brothers and the Grand Organizer.

The Sisters are full of enthusiasm and we have bright prospects for a good Division. Refreshments were served to about 75 and all departed for their homes with best wishes for the prosperity of the new Division.

G. A. H.

DIV. 531, ST. MARY'S, PA.

A new Division of the G. I. A. was organized Jan. 14 at the Family Assembly Hall, St. Mary's, Pa., and in the evening a sumptuous banquet was served, at which time 50 couples were present.

The organization and installation of the Infant Division was under direction of Grand Organizer Mrs. Geo. Wilson, of Allegheny, Pa. The session opened Monday but the work was of preliminary nature. On Tuesday the real work was undertaken and a Division known as No. 531 was safely launched upon its mission of relief work for Major Byrne Division 656, B. of L. E.

After the regular business of the day had been transacted a recess was taken until evening, when the newly organized Division and the Brotherhood of Locomotive Engineers with the Division members of Renovo Division of G. I. A. and B. of L. E. repaired to the assembly, where some time was spent with cards and dancing. Lettan's Orchestra furnished the music. When the banquet hall was thrown open a very pretty sight presented itself. The hall was draped in the colors of the two Divisions—royal purple and red and blue and white. The tables were adorned in pink and white carnations and the favors consisted of pink flowers tied with the Division colors.

After the banquet a brief period was spent by those present in impromptu speech-making and story-telling. The new Division was highly complemented upon the success of their first entertainment by those fortunate enough to participate in the happy event. The members of the new Division can not feel grateful enough to Grand Organizer Sister Geo. Wilson for the patience and capable manner in which she instructed them.

M. C. C.

School of Instruction.

A school of instruction of Philadelphia Div. 332 was held on Tuesday, Oct. 29, 1912, at Davis Hall, 3930 Lancaster avenue. Meeting opened at 1:20 o'clock sharp, our President, Sister Austin, presiding. Sister Murdock, our Grand President, was with us, and we all en-

joyed her presence so much, with her laughing face and pleasing manner. Also Grand Sentinel Sister Burger, of Harrisburg, Pa. Sister Grand President brought regrets from Sister Cassell, G. V. P. We were all so sorry that she could not be with us. Sister Grand President gave us a very instructive talk on the Silver Anniversary Fund. The work was done in a pleasing manner. The girls were dressed in white and looked very sweet. Sister Grand President gave us praise and courage for our work. She liked the way we handled our penny drills. Closing time came too soon, and with the many visiting Sisters the closing ode was sung, and this noble body of women wended their way homeward. Long live the G. I. A. and its noble work is the wish of a Sister of Div. 322.

Notices.

A cordial invitation is extended to all members of the G. I. A. to B. of L. E. to attend a union meeting of the Eastern Circuit to be held under the auspices of New Century Division 253 in Clayton's Academy, 9th and Girard avenue, Philadelphia, Pa., on March 27, 1913. Meeting called at 1 o'clock p. m. sharp.

SEC. EASTERN CIRCUIT.

The fourth meeting of the Middle Atlantic Circuit will be held under the auspices of C. W. Bradley Div. 215, Tuesday, March 11, at 10 o'clock a. m., in their meeting rooms, Masonic Hall, corner Fulton street and Bergenline avenue, Union Hill, N. J. All-day session. Members of the G. I. A. invited.

SEC. OF CIRCUIT.

Fraternal Sisters:

The Order of Past-Presidents extends greetings to every member of the G. I. A. and wishes you all a happy and prosperous year.

We note with sincere pleasure the wonderful growth of our mother Order and feel that with 25 years of experience we cannot fail to accomplish much more in the future.

Now that the busy holiday season is over, the Past-Presidents hope you may have leisure to give them a little time

and attention. We have had so many inquiries concerning our work that we take this opportunity of informing you of our aims and objects.

We are organized with the sincere desire of promoting the moral, mental, and physical elevation of our members; to cultivate a spirit of fraternal love which shall permeate and control our daily lives; to minister in all ways to the wants of the sick, distressed, or needy; to pay the last sad tribute of respect to the dead, and to daily exemplify in every possible way the Golden Rule.

Our Order is to be ever progressive in its mission, remembering the beautiful lessons taught by its principles—equality, aid and progression—and we know that this branch of the sisterhood of woman shall move onward and upward until its influence shall be felt not alone by its own members but within the ranks of the mother Order with which it is so closely allied.

We feel that a Past-President should be the best informed as to the needs of the G. I. A., and with this closer tie they would not lose interest, as so many do, but have the good of the G. I. A. constantly before them.

We extend an invitation to any Past-President who is in our city to meet with us, and further information can be had from members of Divs. 392 and 104.

Division News.

DIVISION 111, Martinsburg, W. Va., celebrated their 21st anniversary recently in an elaborate manner in Comersland Hall.

The hall was beautifully decorated for the occasion and five long tables laden with edibles were in waiting for the crowd which was invited to partake of the feast. Div. 352 B. of L. E. and Divisions 117 and 226 G. I. A. were the guests. When all were seated the President, Sister Robertson, did the honors and spoke in memory of the first President, Sister Brantner, who worked hard to make Div. 111 the success that it is today. Sister Brantner has been called home but her work still lives.

After the banquet dancing was indulged in and all enjoyed the old-time quadrille. At a late hour good nights were said and all regretted that the pleasant evening was at an end. These social times bring us together and have a strong tendency toward increasing our membership. The old year was a most prosperous one and we have started in to make this one even better. On Jan. 7 we had a public installation to which we invited Div. 352 B. of L. E. and some friends. Seven members of Div 226 surprised us and were most welcome.

Sister Robertson, the retiring President, was presented with a Past-President pin. Brother Devers, Chief of Div. 352, made the presentation in behalf of Div. 111, and at the same time gave some good advice to both Orders, which will greatly benefit us if we do our part to profit by it.

A silver offering was taken and quite a little amount was added to our treasury.

Refreshments were served and a most pleasant afternoon came to a close.

SEC. 111.

DIVISION 410, Jersey City, N. J., held a public installation on the evening of Jan. 8. Brothers of Div. 53 and members of Divisions 38, 201 and 487 with their husbands were in attendance as invited guests.

After the new officers were installed, Sister Keefe invited Brother W. Rue, Chief of Div. 53, to address the meeting and he responded in a very able manner. Sister Terhune, Past President, welcomed the B. of L. E. and other guests and all were invited to join in the penny march, adding much to the enjoyment of all present as well as to our flower fund. The retiring Past-President, Sister Woolsey, was then presented with a black walrus club bag and the musician, Sister Van Arsdale, was the recipient of a cut-glass vase. The retiring President, Sister Terhune, received a cut-glass orange bowl as a token of love from the Division. These tokens of appreciation were gracefully received, after which refreshments were served, and we feel sure that all present will remember with pleasure the evening of January 8.

Div. 410.

DIVISION 523, Chickasha, Okla., held a public installation on the afternoon of their first meeting in January, to which engineers and their families were invited.

Sister Potter, retiring President, made some pleasing remarks, thanking the members for their able support and words of encouragement during her term of office. Sister Potter leaves the President's chair esteemed and beloved by all.

After the ceremonies were completed and refreshments served, dancing was the form of amusement for the rest of the evening.

Brothers Rutherford, Folsom, Decker, Shuckrow and Jones assisted in entertaining. These social gatherings serve to unite us more closely in the object for which our Order was intended.

COR. SEC.

DIVISION 3, of St. Joseph, Mo., held their installation of officers on January 9 in their regular meeting place. An elaborate luncheon was served after the meeting, at which time Sister Kennedy presented the retiring President, Sister Colyar, with a five-dollar gold piece as a token of appreciation from the Division.

PRES. DIV. 3.

TUESDAY, January 14, dawned bright and clear, and with the day came the meeting of Monona Div. 238, Madison, Wis., with its usual routine of business, and the installation of its officers for 1913, and a goodly number of members were present to witness the ceremonies.

Our installing officer was our beloved Past-President, Sister Lyne, and she appointed as Marshal Sister Comford, who filled the place with grace and ease.

The ceremonies being concluded, the closing of the meeting followed, after which the banquet which had been prepared by the very efficient committee was partaken of. The Sisters serving on this committee were: Mrs. Tom Fitzpatrick, Mrs. O. Bogard and Mrs. A. M. Rogers. The table with its decorations and prettily arranged accessories, with the different colored lights from the overhead incandescents was, to say the least, very inviting, and when we were seated and

the three Sisters served us with the hot viands we certainly were glad we were there and members of our grand Order, the G. I. A. A more social, cheery bunch would be hard to find for the time.

As our afternoon had drifted into the evening and the room would soon be needed by some other busy bees, the work of clearing up went merrily along as fast as our tongues had a while before.

We hope many such times will come to us during this 1913, and to all other Divisions of our great band of lady engineers, who keep the home bright and warm, and the pantry well supplied with food, and who fill the bill just as well as our noble engineers do in the cab of their engines doing their duty, loyal and true; for their railroad companies all over this broad land of ours, we send this greeting, "A happy year to you all!"

SEC. 238.

DIVISION 383, Waycross, Ga., assuming that new year greetings are still in order extends to the JOURNAL and to every Division it represents the heartiest good wishes for the best year ever; 1912 was a good year, may 1913 be better.

There have been a good many moons since Plant Div. 383 of the G. I. A. to the B. of L. E. reported the doings of the members of its Order to the readers of the JOURNAL. Early in the year just ended our President urged that something be done to make the meetings more interesting, and thus give zest to our coming together. So we decided on an attendance contest; two captains were appointed, and each selected the same number of ladies on her side, then at the end of three months the winning side would be entertained by the losing side. And right royally did the losers entertain the winners every time.

Then our President, never at a loss for giving us a job, suggested we try to replenish our depleted treasury by making a G. I. A. quilt. Think of it—an old-fashioned thing like a quilt! Anyhow, each Sister was given a square of white muslin and asked to raise all the money she could on it by getting her family or her friends to write their

names on it, and at the same time giving ten cents for the privilege, the lady bringing in the largest sum to be awarded a present. Mrs. Lang being the successful one, was given a lovely silver thimble. And when the squares were brought in the pretty sum of about \$50 was realized. Then after being put together it had to be quilted, and Sister Spear offered her house for the occasion of an all-day quilting party. So, on a given day a number of the ladies met, and according to invitation brought needles, thimbles and lunch. Some could quilt, some could not; but we old-timers soon had most of them trying, and the day might have seen the finish of the quilt had not a circus come to town, for forth they fared to see the show, leaving the quilt for awhile to take care of itself. Next day, though, it was gotten out in fine shape. All hands enjoyed to the full extent the beautiful spread which the various lunches made, making quite a long-to-be-remembered occasion.

All told, 1912 was a good year for Plant Division, Sister Radford making a most efficient President.

Before the newly elected officers could be installed, death claimed our Treasurer, Mrs. I. J. Thomas, and we miss her when we meet, for she was always cheerful, and pleasantly greeted every one.

Our new President, Mrs. W. W. Phillips, has begun her work well. She and her staff have been duly installed and are ready to do their best. COR. SEC.

THERE was a goodly throng present at the installation ceremonies of Erie Division 487, Jersey City, N. J., on Wednesday afternoon, January 15. Our worthy President, Sister Outwin, was again elected to the chair, and with but few exceptions the same officers to their respective stations.

Sister Dorman was the Installing Marshal and Sister Davis the temporary President. All the Sisters went through their work well and deserve great credit, this being only their second year of organization. We missed the cheery countenances of our Grand Vice-President Sister Cassell and Grand Chaplain Sister Fairhead, and hope we will have them with us in 1914. Some of the Brothers were with us, and Brother Looney, when called upon for a few words, responded in his usual pleasing way.

Just before the meeting closed Sister Davis was seen walking toward the rostrum with a good-sized package in her hands. All of the Sisters had been let into the secret except our President, Sister Outwin, who looked on unconcerned until her name was mentioned, and then "she did sit up and take notice." It was a cut-glass bouquet

holder from the members of the Division, and as Sister Outwin feelingly expressed herself, "it was from the heart and hands of every one of us." Yes, dear Sisters, we have given this token of our affection; now let us see if we can keep it filled with flowers. If not the hot-house kind, the flowers of love and kindness that go to make up the joys of life.

The G. I. A. pillow for which chance books were taken out yielded a neat sum, and the thirteenth name drawn out of the box won it.

A social was then enjoyed, and coffee, cake and sandwiches passed, to which all did ample justice. Pretty soon we were homeward bound and I guess you will agree our day had been a pleasant and an instructive one. DIV. 487.

WITH flaming arc the members of Minerva Div. 305, G. I. A. to B. of L. E., McDonoughville, La., brought in the new year of 1913, with their first public installation of officers, the occasion marking an eventful step in the history of this Division. Sister Watkins being Installing Officer; Sister Carmicheal, Marshal of the day; Sister Dwyer, Chaplain, and Sister Nash as Musician. The ceremonies of installation were most impressively performed, many fancy drills being demonstrated. Sister Allen was presented with a Past-President's pin, having succeeded herself as President.

After the installation, all adjourned in couples, led in a grand march by Sister Allen, President of 305, and Chief McIntosh of 193, to the dining-room, where the table was laden with the most eatable delicacies, having been prepared by Sister J. Stechlin and her assistants; many toasts were given with responses. The remainder of the evening was most delightfully spent.

Minerva Division had the pleasure of being assisted by many visiting Sisters and Brothers. Our past year has been very successful, and we wish progress and prosperity for 1913 to the G. I. A. and all its members.

Yours in F. L. & P.
MRS. J. T. TIERNEY.

W. S. MELLE DIV. 154, Spokane, Wash., G. I. A. to B. of L. E., on Jan. 19 met in K. of P. Hall for installation. After installation of officers Assistant Vice-President Sister Campbell was presented with a beautiful bouquet. She made an appropriate speech of acceptance, after which we enjoyed a musical program. The Brothers and Sisters then adjourned to the banquet hall, where a very delicious lunch was served. Brothers Quinby and Hoover made remarks fitting the occasion. Div. 154 anticipates a prosperous year for 1913. A MEMBER.

ON Thursday, January 9, after their regular meeting, Mrs. John Henney Div. 351 held their public installation of officers at the Twelfth Ward Bank Building, New York City.

Sister Calaghan was the installing officer; Sister Ogden, Marshal; Sister Magee, Chaplain, and Sister Crawford, Musician. After the ceremony of installation, our President, Sister Marley, presented Sister Calaghan, our retiring President, with a Past-President's pin and a slight token of regard in the form of a ten dollar gold piece in behalf of the Division of which she has been president for the past two years. The following Sisters were then presented with flowers: Sister Ogden, Sister Crawford and Sister Marley.

The attendance was very gratifying, there being present representatives from the following orders: John Henney Div. 589; Vanderbilt Div. 264, G. I. A.; New York City Div. 234, G. I. A.; Firemen's Auxiliary, Pride of 316, and Manahatta Chapter, Order of Eastern Star. Brother Tompkins, of Div. 589, addressed the meeting and gave us a few words of friendly advice, as the men are so prone to do.

Sister Miles, retiring President of Vanderbilt Division, Sister Goodwin, President of New York City Division, and Sister O'Brien, President, Sister Gaffney, Vice-President of Firemen's Auxiliary, Pride of 316, Mrs. Fredericks, Past Matron and Mrs. Metzger, Worthy Matron of Manahatta Chapter, Order of Eastern Star, all addressed the meeting in a very entertaining manner. Mrs. Metzger is also the daughter of our Vice-President, Sister Steinway. The new penny drill was next in order, after which a choice piece of cut-glass was chanced off and won by Sister O'Brien. Mrs. Colwell was the lucky winner of the cake. A sociable time was then enjoyed, while cake and cream were served. Thus the afternoon proved a very pleasant one.

Division 351 is progressing. The Sisters are all working together in harmony. New members are being admitted and everything seems propitious for a bright, successful year. SEC. 351.

CITY BY THE SEA Div. 277, Portsmouth, Va., knocks for admission. Now that Christmas pleasures are a thing of the past, and we have entered into the year of 1913 with our good resolutions, we would like to tell our sister Divisions of a new plan we have devised for the new year to have a pleasant time, and also to keep our charity fund replenished.

We organized a club which our President, Mrs. T. W. Croak, did us the honor to name. It is called "Mizpah," and will meet once each month at some Sister's home, where a program will be carried out and light refreshments served. A

silver offering will be taken, and a different committee will take it in charge each month. We trust by this to have many pleasant times together, and thus cement the bonds of friendship and sisterly love more closely, for in unity there is strength.

Our first afternoon was Wednesday, January 29, when "Mizpah" came before the public for the first time, at the home of Sister Beazly, Park View. Quite a delightful and artistic musical program was rendered by some of the best talent in the city.

After the rendition of the program, which was much enjoyed, light refreshments were served, by which quite a nice little sum was realized, and the Sisters feel proud of their first effort, and hope each month to improve.

City by the Sea wishes all Grand Officers and all Sister Divisions of the G. I. A. a happy and prosperous year. May 1913 prove the banner year for our grand old Order. COR. SEC.

DIVISION 192, Chicago Junction, O., held a public installation and banquet on the evening of January 8, which I had the very great pleasure of attending. During my stay in Chicago I was the guest of Brother and Sister Douglass, who, with their two daughters, made me feel perfectly at home. The installation was splendidly given, and an entertainment followed, consisting of music and recitations, given entirely by the children of engineers. It is a grand thing to know of the advantages our class of people are giving their children, and it is always in evidence at such meetings as these.

Sister Douglass is President of Div. 192, and I believe she joined the G. I. A. the youngest of anyone on record. She became a member of Div. 59, Glenwood, Pa., at the age of 17 years. Can anyone beat it? She is the daughter of Sister May, an honored member of Div. 59. The entertainment was followed by a banquet, and the time passed all too quickly. I shall long remember this visit to Chicago Junction.

G. V.-PRES. CASSELL.

GREEN RIVER Div. 281, Greenfield, Mass., has just closed a very pleasant and profitable year under the able leadership of President Warren. In appreciation of the support given her during the year 1912, President Warren gave a turkey dinner at her home January 26. Thirty hungry-looking Sisters sat down to the tables, which were decorated with pink carnations and red heart place-cards. Turkey, and the many good things which go with it, was served by Sister Warren and her assistants. During the

evening vocal selections were given by Sisters Reynolds, Barrington, Strong and Hutchnins; also recitations by Sister Bontwell. All unite in thanking Sister Warren for the fine entertainment.

SEC. DIV. 281

DIVISION 288, Sapulpa, Okla., is very small in number, but noted for their energy and greatness of heart. We began the new year by celebrating our tenth anniversary with our first public installation. This being such a complete success we are not afraid to try again.

Sister Ruggles, Grand Organizer and Inspector of Div. 223, kindly consented to install for us. We are certainly proud of her and her work which she did in such a pleasing manner and proved herself a proficient officer. Sister John Cross, our Chaplain, presented our installing officer with a bunch of carnations, narcissus and ferns, expressing to her our esteem and appreciation in words which only our Sister Cross could use. Sister Ruggles' remarks of acceptance were very interesting, with good wishes for our welfare. She has found a place in our hearts by her desire to please.

I was agreeably surprised when Sister Ruggles presented to me, in behalf of our members, our Past-President's pin. I want to express to our Sisters at large that we have the most congenial twenty-four Sisters banded together for our glorious work that you can find. They have supported me in all our undertakings. I appreciate their confidence, the responsibility placed upon me, and shall strive to deserve the honor and confidence they have reposed in me. Our Brothers were very much pleased with our work and expressed their appreciation of our efforts by a liberal donation in our penny drill. Brother Wallace gave us a talk on the good work we had done, the quality of our Division and not so much quantity, saying it was a good lesson to our B. of L. E. Brothers.

The committee in charge of refreshments served a two-course lunch to 65 guests, Brothers and Sisters, after which we said many good nights. PRES.

THE G. I. A. to B. of L. E., Trinidad, Colo., served their third annual dinner at Odd Fellows' Hall, January 1, 1913, with public installation, after which a program was rendered by Mrs. I. G. Ward and Mrs. Don Ashley. Mrs. I. G. Ward gave several readings on the life of an engineer, also the life of an engineer's wife, these readings being very appropriate. Then she and Mrs. Don Ashley sang the song, "Soldiers of Today and Yesterday," which was very enthusiastically encored. This song was dedicated to the B. of L. E. and G. I. A. for the

convention last May at Harrisburg, and was brought to our little Division by Mrs. C. C. Waller, our choice as delegate, and is very much of a favorite—nothing could be more appropriate. Our little dinner is quite an idea to bring our husbands and families out. There is a great deal of work attached to such a responsibility, which was placed upon one of the best lodge workers—Mrs. I. G. Ward. No one can quite take her place when it comes to serving and giving toasts, etc., for without her it would be incomplete. Mrs. J. H. Pilkington gave a toast, to which our traveling engineer, M. C. J. Shaughnessy, responded. Mrs. Ed Cottrell also gave a little talk.

In the year 1911 a dinner was served, and Mrs. Dick Coppers, the outgoing President, was presented with a set of Haviland china cups and saucers. In the year 1912 a dinner was served also, and Mrs. J. H. Pilkington, the outgoing President, was given the same kind of remembrance, showing our appreciation for their services in the past years.

At the first regular meeting after public installation, Mrs. I. G. Ward and a committee served refreshments in the banquet room in honor of the newly elected President, Mrs. C. C. Waller, our choice as delegate last May, and now our choice as President. The lunch was also served in honor of the incoming officers. Mrs. C. C. Waller, our new President, and Mrs. John Schaller, our Treasurer, were both presented with a set of Haviland china cups and saucers, Mrs. Waller having served a term of eight successive years as Insurance Secretary, also as an appointed officer as Marshal for eight years (successive), and only once during this time a little token of esteem was given her, and that was by the insured members only. So a large number of the ladies decided to feel of their pockets and present her with what was considered a fashionable token, cups and saucers, and made it a personal affair instead of drawing it from the Division, thus not making it a Division affair, which would only show our appreciation doubly from the pockets. Mrs. Waller has gained a great deal of confidence in herself since being at the convention, and now as President, extends her services in a most valuable manner.

Mrs. John Schaller has been our Treasurer for the past four years and will be in the future four years, so far as we know; she has filled her post of duty in many responsible ways. The cups and saucers were presented by a toast in poetical form by Mrs. I. G. Ward.

MRS. K. BIRCHARD.

MRS. W. D. OLAND, A. G. V. P. of the G. I. A., stopped over a couple of

days in Amarillo, Tex., on her way to Clovis, New Mexico, to organize an Auxiliary at that place. Mrs. Oland was entertained by Mrs. C. H. Blake, member of Trio Div. 300, while here. A number of the ladies spent a most delightful evening with Mrs. Oland, and hope she will visit soon again, as she is always a welcome visitor.

Mrs. Oland was presented with a beautiful hand-painted chop plate by Trio Division.

DIVISION 373, Lima, O., had a pleasant meeting on January 17, after which Sister Stenzer entertained the Sisters with a fine lunch in honor of her birthday, and the members presented her with a silver fork. We often meet in the homes of our Brothers and Sisters and spend social evenings.

Sisters Miller, President, and Redman, Secretary, are always planning something that will be a benefit to our Division. Every three months three Sisters serve lunch after the meeting, and this innovation is much enjoyed. We are planning to celebrate our seventh anniversary soon, and you may hear from me again. **A MEMBER.**

On Monday evening, January 27, Mizpah Div. 136, of Howell, Ind., tendered Mr. and Mrs. Jake Lamont and daughter, Miss Leona, of Shawneetown, Ill., a very pleasant surprise at the home of Mr. and Mrs. Joseph Hollencamp, of South Barker. A unique contest on up-to-date subjects proved interesting.

The ladies' prize, a shower bouquet of carnations, was won by Mrs. Chas. Surasa; the gentlemen's prize, a gold tie clasp, was won by Mr. Chas. Sutter.

The Misses Hollencamp added much pleasure to the evening with their vocal and instrumental music. A delicious ice course was served in the dining-room.

MRS. T. E. COMPTON.

On Tuesday evening, January 21, Prairie City Div. 29, celebrated the 18th anniversary of its organization by having a winter picnic at their hall, 8th and Walnut. The families of the members and the Brothers of Div. 25 were invited and attended in goodly numbers. An excellent program of music and recitations was furnished by talent within the Auxiliary and thoroughly enjoyed. A Past-President's pin was presented to Sister Stofer, who acknowledged the same in a few well-chosen words. Of the original charter members three have passed to the great beyond. The others are still members of the G. I. A.

A. U. D., Cor. Sec.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., March 1, 1913.

To Division Insurance Secretaries, V. E. A.:

MARCH AND CONTINGENT FUND ASSESSMENTS.

You are hereby notified of the annual assessment for the Contingent Fund, and for the payment of same, you will collect 25 cents from each member carrying one certificate, and 50 cents from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than February 28, 1913.

You are also notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than February 28, 1913.

ASSESSMENT No. 774.

Detroit, Mich., Dec. 31, 1912, of heart disease, Sister Mary Collins, of Div. 17, aged 42 years. Carried one certificate, dated July 1, 1903, payable to James Collins, husband.

ASSESSMENT No. 775.

Seattle, Wash., Jan. 1, 1913, of cancer, Sister Nettie B. Davis, of Div. 312, aged 52 years. Carried one certificate, dated April 4, 1908, payable to Zeno F. Davis, husband.

ASSESSMENT No. 776.

Philadelphia, Pa., Jan. 2, 1913, of congestion of lungs, Sister Albert Herbert, of Div. 27, aged 84 years. Carried one certificate, dated Jan. 21, 1891, payable to Albert Herbert, husband.

ASSESSMENT No. 777.

Blue Island, Ill., Jan. 5, 1913, of meningitis, Sister Minnie Foster, of Div. 40, aged 52 years. Carried one certificate, dated June 12, 1909, payable to Thomas Foster, husband.

ASSESSMENT No. 778.

Connellsville, Pa., Jan. 13, 1913, of pneumonia, Sister Geo. W. Whipkey, of Div. 70, aged 40 years. Carried one certificate, dated July 5, 1899, payable to G. W. Whipkey, husband.

ASSESSMENT No. 779.

Logansport, Ind., Jan. 20, 1913, of malarial infection, Sister Mary G. Flaherty, of Div. 41, aged 42 years. Carried two certificates, dated March 23, 1905, payable to Roger C. Flaherty, husband.

ASSESSMENT No. 780.

Michigan City, Ind., Jan. 22, 1913, of oedema of lungs, Sister Katherine Mack, of Div. 497, aged 47 years. Carried one certificate, dated April 21, 1911, payable as directed by will.

ASSESSMENT No. 781.

Ashtabula, O., Jan. 28, 1913, of chronic Bright's disease, Sister Lola Butler, of Div. 147, aged 49 years. Carried two certificates, dated Dec. 11, 1906, payable to Geo. W. Butler, husband.

Members will pay their Insurance Secretaries on or before March 31, 1913, or be marked delinquent; and in order to reinstate must pay a fine of 1) cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 745 and 746, 9,298 in the first class, and 4,680 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.,

1509 Morse avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Questions and Answers

BY JAMES GREGORY.

Question: Why will the brakes sometimes apply on a train if pump stops, and not at other times, although there are about the same leaks in train in both instances?

SUBSCRIBER.

Answer: Whenever there is sufficient leak in brake system to cause any triple valve to act so as to permit air enough to flow from auxiliary reservoir into brake cylinder to force its piston by the leakage groove, that brake will set. The effect of a leak depends very much upon the amount of brake-pipe volume. If the pump stopped on a train of five cars a very small leak would cause the brakes to set, while the same leak on 20 or more cars might not.

Question: How can the lead be changed on a Walschaert valve gear?

Answer: The combination lever must be changed either between the valve stem and connection of radius rod, or it may also be done by changing the lap of valve.

Question: We have Walschaert valve gear on our road. We also have the Baker Pilliod, the Baker and the Stephenson link motion. Engines with the first-named gear pound in the main boxes after a few months' service. The Stephenson gear engines will run longer before the boxes pound; while the Walschaert and Baker gear engines, even if the boxes are not really good, will run longer before showing much pound. It does not seem as if this difference can all be in the steam distribution, which must be nearly the same in each of the gears named, as the engines are all doing the same work; nor can it be a matter of condition of boxes favoring either gear. Where is the difference to be found?

READER.

Answer: The difference to which you refer is certainly there, and it is purely a matter of steam distribution. When the Baker Pilliod is free of lost motion it

distributes the steam in such a way that the compression in cylinder—that force which cushions the lost motion of the reciprocating parts—is barely enough, and though its valve movement that governs the lead and compression is fixed, owing to the many connections of this gear, lost motion develops so rapidly that in a short time the compression is practically lost at ordinary speeds, and the lost motion, instead of being cushioned gradually, as by compression, is taken up by the force of the incoming steam at pre-admission, with a shock that is familiar to anyone having experience with this type of valve gear. This gear affords a wider port opening and a minimum of internal resistance in cylinder when it is right, but it lacks durability, which is shown at its worst in the pounding of the main boxes long before they would be loose enough to pound with any other gear.

The Stephenson link motion engine has the same defect, though in lesser degree. This gear closes the exhaust port earlier than the Baker Pilliod, causing the compression to begin earlier in the stroke, which gives also a higher compression. This link motion also develops lost motion rapidly, but not so fast as the other, and having a wider margin of compression anyway, the effect of lost motion, as shown in the boxes, is longer delayed than in the case of the other gear.

The Walschaert and Baker gears are remarkably free from this fault. One advantage they have over the Stephenson is the fixed lead. This gives them a high compression, even at moderate cut-off, so that in getting train under headway the compression is operating to cushion the piston and all connected parts, which is not true of the Stephenson, as it has the full measure of compression in proportion to speed cut-off only when cut back to the working notch. Another advantage of those gears is they impart their moving force to the valve in more direct lines than the Stephenson, and the lesser number and more substantial connections their design affords practically eliminates the question of lost motion to such an extent at least that the main driving boxes must be very loose when

they will show pound on engines having the Baker or Walschaert valve gears.

Question: How is the automatic fire door generally regarded? Is it an important aid in preventing leaks in firebox and is it more effective as an aid to fireman for steam making? SUBSCRIBER.

Answer: The idea of the so-called automatic fire door came with the desire to keep as much as possible the labor of the fireman within the limit of the ability of one man to do the work. If it is an actual labor saver, then it is all right; but there are many who consider it as such who look no farther than the operation of throwing in the coal. There is one thing very plain to anyone who has had much experience with the "automatic" fire door and that is the trouble the fireman has in putting the coal just where he wants to, or should put it. This difficulty, which so few men overcome, has brought about a practice of throwing in the coal almost any old way, so that enough is put in the firebox, and then occasionally spreading it about with the aid of the hook so it will make steam.

Some claim the self-acting fire door was adopted to prevent the damage to flues resulting from the longer time required to keep the old swing door open while putting in a fire; but as a labor saver or a flue protector it falls in practice far below the mark claimed for it. The green fireman thinks it a fine thing to be relieved of the labor of swinging the door, but he fires a long time before he can do a creditable job because the position he must stand in while delivering the coal and the short time the quick-acting door gives him to direct his aim are handicaps that require much practice to overcome. His uneven firing will call for the frequent use of the hook and grate lever and cause a constantly varying steam pressure, having a bad effect on flues as well as making the engine's service unsatisfactory as regards the making of time. To the skillful fireman who can overcome these handicaps it is no doubt a labor saver when compared to the practice of swinging the hinge door between each scoop of coal supplied.

The above practice was all right when we had the deep fireboxes, and even then

the effects of keeping door open during a fire were much exaggerated; but with the shallow boxes in use today the effect of leaving door open during the putting in of fire when engine is working is minimized to such an extent that it is a question in the minds of many practical men if the mechanical fire door is worth while as a protection for the flues. In fact, there are many good thinkers who believe that if the effects of uneven firing and varying steam pressures on the flues could be recorded they would very much outweigh the slight benefit claimed for the mechanical door. In addition to this, it often works badly and sometimes fails altogether, which faults must be weighed in the balance against it as compared to the old hand operated hinged door.

First Aid Fallacies.

The presumption of some of the mechanical writers who tell us what to do in case of partial failure of engine is often amusing. If the failure is anything short of a boiler explosion they will usually tack on to the tail of their course of treatment the following: "Proceed with full train."

The rules they invent for blocking and wedging and chaining and jacking a cracked or broken steam chest are wonderful, but the nerve they display in advising to proceed with a full train, after doing the job, is even more so.

When boiler pressures were lower and steam chests smaller a job of "fixing up" might be done that would hold for a while, but it is out of the question today, when the matter of taking a full train is considered.

The young man seeking information in the books must be somewhat surprised to read:

"In case of broken reach rod, on a Stephenson gear, block up both links to a point where you can still start your train and proceed with full tonnage."

He will likely fail to understand how the freight engine with links blocked up will start the train, knowing he has all kinds of trouble starting with lever in full stroke, and even at that the slack must often be taken to do it.

He may also read:

"In case of blowing out cylinder head on passenger engine just proceed to terminal, if train is too heavy for engine disconnected on one side to handle. In this way there will be quite an escape of steam from the disabled side that will obstruct the view ahead, but train can be brought in on time in this condition."

This writer did not take into consideration the great waste of steam, nor the danger from obstructed view. He merely aimed to overcome the trouble that would arise from being unable to start if engine on one side stopped on center. The waste of steam from an open cylinder would soon make the engine comparatively helpless owing to loss of pressure, and the passenger train unable to make good time is a sorry spectacle from any point of view, particularly that of safety. Doing the best you can at times is all right, yet it often happens that the best that can be done in some instances, where a passenger train is concerned, is to not proceed with a disabled engine, as the margin of safety is none too broad when the motive power, as well as the braking power, is O. K.

We read:

"When from any cause the throttle cannot be shut off, reduce pressure in boiler and proceed to terminal with light engine."

This advice does not fit well into the general scheme of safety in up-to-date train movement.

These, like some other rules of first aid, are somewhat antiquated, to say the least. There was a time, before the coming of the air brake, when punching "hind ends" was a common occurrence, that we used to board up broken front ends and use a barrel as substitute for a lost smokestack; and it was a mark of credit to be able to bring her in when she seemed to be hopelessly disabled. Like an overdue, stormbound ship, any old time you got her in was good enough; so that you did it without help. The 16-hour law stood not in the way, nor was the delay to the power a matter given much consideration when every man had an engine of "his own."

In these days it is different. The train that cannot keep up with the procession must get out of the way. This is acknowledged today to be the best plan, and we sum up all the reasons why by saying because it is good railroading.

T. P. WHELAN.

The Traveling Fireman.

With the right man in the place, no other employee in the service is in position to give service so valuable in its immediate effect or so far reaching in its results as he whose duty it is to give the raw recruit his first lessons in the difficult art of firing. It is very important that these first lessons be right, for if they are, the foundation is being laid for a successful engineer. If they are wrong, as is too often the case when no special instructor is assigned to that duty, and the student must depend on what information he may receive from any Tom, Dick or Harry he happens to fall in with—often the case of the blind leading the blind—he may follow the business for a hundred years and never become more than an ordinary engineman on either side of the footboard. There are exceptions to this, as to every rule, just enough to make the rule a general one.

This inefficiency is neither creditable nor profitable to the company, but we are not so much interested in that phase of the subject. What concerns us and interests us most as engineers is the lack of skilled assistance on the part of the firemen who have been developed under the hap-hazard system that lets every man work out his own salvation, for whatever he may lack in ability to carry his part of the load must be made up by the fellow on the other side, either in carrying more than his share of the burden, which must be managed between them, or standing for a share of the blame that really should be charged to the system.

With regular crews and engines the situation did not seem so bad, for if neither of the crew knew how to fire they would get along after a fashion for, if their engine was below the average

in general performance, it was safe to charge it to the old reliable theory that "all engines will not do the same work under any kind of management."

The passing of the regular engines and crews brought us face to face with a new condition. Poor service could no longer be safely charged to the engine. If she did good work for the crew who brought her in she must do the same for the crew following. The pool system brought the men in competition with each other on a more even basis than formerly, and faults in their methods of doing work were being exposed by the competition. The chain gang system brought together from both sides of the cab men whose ideas were not always in harmony. For instance, young Jack, skilled in the fireman's art, would watch the gauge like a hawk and fire so as to keep her near the popping point without slopping over, always having his fire well in hand with tons of steam to spare up his sleeve when emergency called for it. All this time old Dick on the other side, never having been taught to fire that way, is worrying because "the boy" can't seem to make her pop now and then. Old Dick is used to having lots of steam, while they will make it at least, and there is nothing so assuring to him regarding the skill of the fireman as to hear the old mill pop off once in a while; the oftener the better. In order to show the fireman now it can be done—how he can make her pop—a thing the lad is trying with all his might to avoid doing, Dick may butt in on the job and insist on crowding her more so she will make what he calls "slathers of steam;" and in doing so is likely to spoil the job and the fireman also. But old Dick is not to blame. He was started wrong, and not being able to do a good job of firing, did not know one when he saw it, but he has this good trait in him—that after getting fire "balled up" so engine will not steam, causing delays cleaning honeycomb of flue sheet, as well as fire and ash pan, all of which could have been avoided, he, with conscience clear, will stand for the result supported by his honest belief that it all could not be helped. He will contend that engines must have fires cleaned

now and then, and that settles it in his mind.

We will reverse the picture. We have now the fireman who regulates his fire by the smoke trailing off into the next county. If on a good steamer he may manage or mismanage, rather, to cause the pop to go off frequently, as often as possible, for, he evidently believes with many others of the craft that the pop is put on the engine for that purpose, and for this reason should be made do its share of the work. The fellow on the right side is not accustomed to that kind of firing. He cannot pump right because of so much waste of steam. He knows it will not be long at the rate "the boy" is going before the fire will be in such shape that no kind of firing will make her steam, so he butts in a little. He tells the fireman and even shows him how some immediate labor may be saved, and much trouble and delay later can be avoided by firing so as to keep the fire in good condition for steaming during the whole trip. The fireman thinks this runner unreasonable to find fault when he has all the steam he needs, and more. He does not take kindly to the engineer's suggestion that he put in less coal to the fire and fire oftener. It looks to him too much like trying to make his work harder. If he tries to follow the instructions and manages to get to the terminal without the usual grate shaking and fire cleaning, and with more coal in tank than ever before at the end of a trip he is not likely to give the new method of firing the credit.

Having shifted some of the burden of his labors from his back to his mind has not afforded him any particular relief thus far, for his back has always been fully able to carry the load; so, why tax the mind also to gain the same result? Besides, a ton or two of coal, more or less, does not make much difference to a good back, while watching the steam gauge is very trying on one's patience if not accustomed to it. The up-to-date runner he was out with last trip may feel he has made a good impression on the lad, has changed him for the better, but the chances are he is mistaken, for the fireman will be pleased to

find himself marked up with old Dick for the next trip. He will then enjoy having a partner whose ideas of firing run parallel to his, and he is sure his mind will not be overtaxed doing the work. They may have all kinds of trouble for steam, but will mutually agree she is a poor steamer. They will likely have much labor and delay cleaning fires but that will be charged to the coal. It will not occur to either that the firing was at fault, and in their blissful ignorance are really thankful matters were no worse. This is the result of their not having been started right. They learned the first lessons from someone who did not know how, and later experience only confirmed their practice until their habits were permanently fixed.

It does not follow that the employment of an instructor will eliminate all the faults to be found in the ranks, for he can give but a small amount of time to each beginner; besides, he will at the start have to contend with an amount of ignorance that amounts almost to superstition. He will find much of the good work he is doing for the novice on the left hand side is being undone by the fellow on the other side, who sees things, or thinks he sees them in a different light. But once the system of up-to-date firing is so firmly established on any road that the practice becomes general, the performance of the power on that road will show it, not only in the more consistent and prompt performance of engines in the matter of train movement, increased fuel economy and almost complete elimination of engine delays, but the boiler operated under a nearly uniform firebox temperature and steam pressure will give better flue service than one in which the temperature and pressure is permitted to vary frequently within unreasonable extremes, as is usually the case on roads having no uniform practice of firing, which can be had only with the aid of an up-to-date traveling fireman.

T. P. WHELAN.

Old Bill's System.

I had fired for Old Bill a long time and had learned many things that would be

useful to me after being promoted. He was a good pumper, an even runner, with a little always left for emergencies, and he was especially careful as to inspection of his engine, for when he left town every nut and bolt was in place and tight. We, naturally, as a result of this precaution, had few engine failures, but some things happened after a while that gave me a view to a side of Old Bill's system that I had not yet observed; things that did not seem to me to fit well into his general plan of care and management of his engine, for the keynote of his practice was the saving "stitch in time."

We were bowling along one day with one old "Rogers," hauling four coaches and a baggage car ten minutes late and twenty miles from the terminal, when I noticed while putting in a fire that the *old girl* was going lame. I left the door open a little and gazed inquiringly at Bill to see if he was on, but he gave me a look that seemed to say he had known it for a week, and with an impatient move of his arm gave me to understand that all I had to do was follow my hand with the scoop, which I proceeded to do, all the while trying to figure out why Bill did not give the stitch in time, a practice which he had so often preached to me. Just as we passed Jackson's Cut the exhausts became badly tangled and something let go on my side. We stopped and found the forward cylinder head blown out. The valve motion on this engine was a new kind, called the Ashton gear. Ours was the only engine on the road equipped with it, but all we had to do was disconnect the valve rod, put the valve on center and proceed, which we did in a very few minutes and, as she had stopped right, we started without delay and lost but fifteen minutes' time. We were complimented by the "Old Man" next day on our quick work with the brake down.

Before starting on the next trip Old Bill called me over to his side and, with a twinkle in his eye, said:

"Jimmie, I know you are dying to ask me why we didn't stop at Jackson's Cut last trip and fix up when we saw things going wrong."

After admitting my guilt, he said :

"Well, me lad, I'll tell you. When we first heard the old Rogers go lame you expected me to stop and investigate. The books have it that way. Had we done so we would have wasted much time trying to locate the trouble, as neither of us or anyone else on the road knows anything about this new-fangled valve gear. The proper thing was to await further developments, which we did, and we then knew what to do, which would not have been the case had we stopped sooner. You recollect that we were complimented upon the prompt manner in which we met the emergency, but had we spent an hour or so trying to find what was wrong at the beginning we would have been the laughing-stock of many who could not have done any better than we; besides, we would likely have been censured for the delay. Though having always preached to you the wisdom of giving the 'stitch in time,' I would also impress upon your young mind the need of knowing where to put the stitch.

"If you cannot perfectly diagnose the case by the first symptoms, just await developments and you will gain a reputation for wisdom far beyond your just deserts."

T. P. WHELAN.

The Repeater.

You know this Fiend of whom I'll tell,
And you oft have wished he was in—well.

You have wished he was far away.

Yes, you hope he'll take a trip some time,
A long ways south to a hotter clime,
And stay.

Having burdens galore of your own to bear,
With troubles enough and some to spare,
And more in sight.

You try to escape from the Demon's grip,
While he holds you to tell, of his last trip,
Which was a fright.

But in spite of all you would like to do,
You must hear your entertainer through,
To the bitter end.

'Twould be impolite to break away,
So become resigned to your fate and stay,
Just to hold a friend.

He tells his tale with the usual frills,
How he beat the old mogul up the hills,
And down the hollows.

He doesn't exactly lie, of course.
But if he tried to couldn't do worse;
His story follows:

Her valves were out, to be exact,
She had but one exhaust, in fact;
She'd little else but pounds and knocks,
Enough to kick one off the box.
The train was heaviest he ever had,
And rail, if not the worst, was bad.
Steam? Why, she wouldn't boil eggs, he says,
And he never ran in all his days,
Tho' running an engine almost a year,
A mill so tough on an engineer.
The wonder is he ever came through,
A fact he will admit to you,
But he did, in spite of dispatchers' mistakes,
With excess tonnage and oft stuck brakes,
With pressure low and a rotten rail;
But he knew no such word as fail.

You know this Fiend, and his phony tale,
As often told by "Knights of the Rail."

In days gone by.

And if you jog your mind a bit,

I am sure, "Old Head," you'll have to admit

They've been told by you and me.

JASON KELLEY.

Waterglass Demonstrations.

ST. PAUL, MINN., Jan. 28, 1913.

EDITOR JOURNAL: There is something relative to a waterglass defect that I have had on engines I have run that no one seems able to answer. It is not a defect peculiar to any one class of engine or locality. I have met with the same thing on several roads.

Now, Brother Salmons, you know by experience, perhaps, that while an engineer will flirt with speed and danger in lots of ways, he will not play with chances on water not being over his crown-sheet.

Now, the defect I have found in depending upon the waterglass is that the water in the glass will separate. Say there will be two inches of water and two inches of air, and then two inches of water again. Personally, I do not depend any more on a waterglass than if it were not on an engine; but a great many engineers do to some extent. I had this trouble on my last trip out and all the way over a 178-mile division waterglass was the same as I mention above. At times glass would show full with only one solid gauge and flutter in the second.

Now, my theory is that the waterglass cocks do not extend far enough into the boiler sheet or else openings are too small. Will say, for example, waterglass cocks were just flush with inside of back sheet. When water is boiling, steam

bubbles rise and slip along sheet until they come to lower opening in waterglass cock. Here they duck in and collectively form an inch or two of steam in glass underneath water. If the openings of these cocks were larger and extended farther into sheet I feel satisfied this trouble would be obliterated. A boiler with waterglass cocks in this condition, that is, running in the pool, is a menace to us all, as some young runner will catch the engine sooner or later and, depending largely on the waterglass alone, will burn engine badly. Then some old runner will get her out when she will probably let go—and there'll be another widow.

I don't care how badly an engine's machinery is—her valves can blow and she can pound and jerk—I'll run her till she leaves the rail and let somebody else do the worrying; but whenever that substance we call water gets thin on the crown sheet it is I that does the brain-storm act then.

Any man who will take a chance on water is unworthy to follow the calling and is simply criminal.

Wish you would enlighten me if possible as to what is the cause of this very common defect. Yours fraternally.

ENGINEER.

Filling a Dead Engine with Injector.

DOUGLAS, ARIZ., Jan. 25, 1913.

EDITOR JOURNAL: The January JOURNAL was on time and its pages read with interest, and what interests me most is the "Questions and Answers" of Brother Gregory, but as he seems to doubt the possibility of filling the boiler of a dead engine through the injector I will tell what I know by experience. Not many years ago while waiting on siding for train I opened blow-off cock to blow out some of the water and in doing so there was a bolt or rivet got under the valve and I could not shut it off, so had to kill the engine before I could get the bolt out. During my troubles an order came to meet the train at the next station ahead, which was fourteen miles. I informed the dispatcher of my troubles and asked to have the engine that was to meet me tow me to the water tank, which was about eight miles in the direction I was

going, for I was short of water in the engine tank and could not fill the boiler. So I went to work firing the engine to see if it could be filled through the injectors, of which I had so often heard but had never known of anyone who had tried to do so. Having plenty of time, I thought there would be no harm in trying it and was all ready when the train arrived and coupled the engine onto our engine. After going about one mile I opened overflow of injector to see if there was any water going into boiler and there was none, nor was there suction of air. I then opened gauge cock and there was a strong suction. I then opened steam valve to steam pipe of injector, and to my surprise the water began flowing through the overflow of injector. I closed it and opened steam valve on the left side and the result was the same: and long before reaching the tank the water was as low in engine tank as the injectors would have done had they been working steam. After starting back to train, did not get half way back before the waterglass was half full. After the water began to show in glass you could see it rise much faster than when both injectors were working on a live engine; and to keep the boiler from filling any fuller I took the plug from relief valves.

Brother Gregory says that if a tank is airtight the water will not flow. This we know to be a fact, but there can be a vacuum created strong enough to suck it out.

Fraternally yours,

G. W. VAN SICKLE, Div. 615.

Locomotives Equipped with Superheaters.

FT. WAYNE, IND., Feb. 4, 1913.

Mr. James Gregory, Correspondent of Journal:

In your answer to J. M. Logan in the February JOURNAL I note you make the statement that the best proof of the absence of back pressure in locomotives equipped with superheaters is that the sound of the exhaust is much more clear and "snappy."

On the road on which I am employed, they have a large number of Pacific type passenger engines that are alike in every respect excepting that they are

about evenly divided between saturated and superheaters. As my duties often require that I ride these engines I soon noticed that the sound of the exhaust of the superheaters, while free from "slobbering" or dragging, was not as "snappy" or clean cut as the sound of the exhaust from the saturated steam locomotive. The mild exhaust of these engines is due, of course, to the fact that the superheater locomotives are using about 30 per cent less water, consequently the volume of the exhaust steam is not great enough to fill the stack solid, which is necessary in order to get a "snappy" exhaust.

It is also partially due to the high velocity of the escaping steam account of the high temperature at which the steam is exhausted. On our saturated locomotives the stacks are quite frequently cut out just above the smoke arch, while on the superheater engines there seems to be an entire absence of this.

My first thought was, before having had any experience with superheater locomotives, that the internal diameter of nozzle could be increased, but I soon found that in order to insure a free steaming engine under average conditions it would be necessary to very materially decrease the area of the nozzle.

Trusting that you will accept this slight criticism of your answer to J. M. L. in the spirit in which it was offered, I am,

Very truly yours

F. E. MORE, Div. 12.

Cleaning Superheater Tubes.

During the discussion of a paper on the subject of superheated steam, recently given before the Western Railway Club, the importance of keeping superheater tubes in good condition was emphasized. As was stated in the paper, the large superheater flues constitute a considerable percentage of the water heating surface in a locomotive equipped with a superheater, and any stoppage in them not only affects the water heating surface but also cuts deeply into the efficiency of the superheater units. That is,

it is double acting, working at the same time against both the superheater and the steaming qualities of the engine. The installation of the superheater, in its most efficient form, is such as to naturally tend toward clogging of the tubes, and although future developments may modify this design to a certain extent, the condition is with us now and must be handled in the most satisfactory manner possible.

Mr. Bourne of the Locomotive Superheater Co. made a very strong point in saying that the flue cleaning question is *always* a vital one, whether it be in the saturated steam locomotive or the superheater locomotive, and that the superheater often is blamed when a condition of the superheater tubes exists which would not be tolerated with the ordinary tubes. The thorough cleaning of boiler tubes is, beyond doubt, of vital importance, for on it depends the primary function of the boiler, namely, the transference of heat from the gases to the water. The medium at best is poor, but when it is allowed to become coated and incrustated with a poor conductor of heat the loss is great. Now, this is nothing new and startling; every mechanical man knows it, but in the efforts to keep the locomotive in service it is often lost sight of. And that brings it down to that much abused man, the roundhouse foreman. He is the man who knows whether the tubes are being cleaned and who can exert a great deal of influence in determining the efficiency of the engine. Often, however, he is blamed for a poor condition of the engines which cannot be helped, for often the force and time are too limited to give the engine anything more than a superficial cleaning. A member mentioned one instance of where 140 locomotives were handled per day at a certain point and where it could not be expected that the condition of the tubes would be looked into very thoroughly.

With such conditions common with the saturated steam engine, how much more important it is that they be overcome on superheaters. The superheater people have had their troubles, many of which have happily been eliminated. However,

probably their greatest one has been due to inefficient flue cleaning. In fairness to all, it may be said that the officers of many roads expected that all they had to do was to install superheaters and forget about them, at the same time expecting a greatly increased efficiency. Any new device installed on a locomotive adds to its complications and must be given careful attention if it is to prove itself of value. Of nothing is this more true than of the superheater units, installed as they are, in the vital part of the boiler.

The superheater is proving its efficiency, but if it is to give a good account of itself it must be given a chance. As was aptly stated by one man at the meeting: "You can't walk into a firebox, look around, and walk out again." You can't look at an engine and determine that her flues need cleaning. It does not take so much science but it does take hard, conscientious work at frequent intervals. If they are allowed to get so bad that some of the units have to be pulled out, it inevitably results in springing and distorting them and the superheater receives the blame. If the roundhouse hasn't enough men to take care of the tubes properly, put on more. If the roundhouse foreman is slighting the work, get a new foreman. The superheater is worthy of good care.

Periods of cleaning vary greatly on different roads and are greatly influenced by the grade of coal used. If the use of the best coal available is an economy with saturated steam engines, then most certainly it is with the superheater. An interesting feature of cleaning tubes on the North Western was mentioned by Mr. Pratt. He stated that they had furnished pocket flash lamps to the flue cleaners which enabled them to see the whole length of the tube and thus to determine for themselves if they were doing effective work. These flash lamps, if used, ought to do a great deal towards keeping superheater tubes in proper condition. Everything that can be said about keeping ordinary boiler tubes clean should be multiplied by two for superheater tubes.—*Railway Master Mechanic*.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

The following official ruling has been handed down by the Transportation Committee of the American Railway Association:

Question: Extra 1540 west received the following order: "Extra 1540 west run ahead of No. 3 engine 2189 B until overtaken." Extra 1540 west is overtaken by No. 3 displaying signals; has extra 1540 west the right to proceed ahead of second No. 3?

The answer of the committee was as follows:

Answer: Under the order quoted, extra 1540 west will run ahead of No. 3 until overtaken, and then arrange for No. 3 to pass promptly. Rule 95 reads: "Two or more sections may be run on the same schedule. Each section has equal timetable authority." Rule 218 reads: "When a train is named in a train order by its schedule number alone, all sections of that schedule are included, and each must have copies delivered to it." It is therefore necessary for extra 1540, after being overtaken by 1st No. 3, unless otherwise directed to remain on the siding until all sections have passed.

It will be noted that the ruling of the committee corresponds to rulings made through this department on similar questions when the engine number is used in the order. From the text of the answer the writer is unable to state the exact point on which the ruling is made, but it is presumed that it is made on the fact that Rule 218 provides that for an order to include all sections on a certain schedule the train must be named by its schedule number alone. In the case under consideration the schedule number and the engine number were both used, which puts the order outside the operation of Rule 218.

It has been suggested that the ruling

might have been made on Rule 95, which provides that each section has equal authority; but this does not seem probable as Rule 95 refers only to time-table authority, while extra 1540 was not moving on time-table authority at all, but was moving on train order authority so far as No. 3 was concerned. Rule 218 refers to train order authority and not to time-table authority, therefore the writer must assume that the ruling was based on Rule 218 or that the committee has blundered.

HINSDALE, N. H., Jan. 19, 1913.

EDITOR TRAIN RULES DEPARTMENT:
If a regular train should hold an order to meet an extra train at a register station and upon arrival at the register station should not find the extra there but should find that the extra had arrived and left according to the register, would such register record be sufficient authority for the regular train to proceed? DIV. 330.

Answer: The fact that the extra train has registered its arrival at the register station, which is also the meeting point, does not relieve the regular train from meeting the extra at that point.

Form A, which is used for fixing a meeting point between opposing trains, provides that when a meet order is given the trains will proceed, with respect to each other, to the point named and there meet in the manner provided in the rules. That is, the inferior train must pull into the siding at the meeting point if possible; but if not possible, it must be protected by flag as provided in Rule 99; the superior train must wait at the switch where the inferior train will enter the siding until the inferior train arrives, but in any case the trains must actually meet to fulfill the order. If trains are not actually to meet, then it is improper for the train dispatcher to issue a meeting order between them, unless he annuls the meeting order after he finds that the trains are not actually to meet. In such cases a right of track order or a wait order should be used.

MICHIGAN CITY, IND., Feb. 11, 1913.

EDITOR TRAIN RULES DEPARTMENT:
Train No. 30 received an order to meet No. 31 at E. When No. 30 arrived at E

it received another order to meet first No. 31 at F instead of E. How would No. 30 run with respect to other sections of No. 31?
E. R. M.

Answer: My understanding is that No. 30 runs from A to Z. This being the case, No. 30 would have no authority to leave E until it received the supersedure of the balance of the order, viz.: "All sections." Rule 218 provides that when a train is named in a train order by its schedule number alone all sections are included, and that each section must have copies of the order delivered to it. It is clear from this rule that all sections of No. 31 must be given a copy of the order to meet No. 30 at E and that each section has authority to go to E for No. 30, therefore No. 30 after receiving the second order is aware that there are at least two sections on No. 31, and should insist on receiving a supersedure of the order with respect to the two sections before it would be justified in leaving the meeting point. In case No. 30 should receive an order to meet first No. 31 at D instead of E, then it would have full authority to go to E for the second section without further orders, providing that the first order made a meeting point at E between No. 30 and No. 31.

CONNEAUT, O., Jan. 19, 1913.

EDITOR TRAIN RULES DEPARTMENT:
Train No. 50 is scheduled to leave its initial station on the old time-table at 12:30 a. m. At 12:01 a. m. a new time-table takes effect showing train No. 50 scheduled to leave its initial station at 10:30 p. m. No. 50 on the old time-table is a third-class train and on the new time-table is a second-class train.

Is there any reason why No. 50 cannot leave its initial station immediately after the new time-table takes effect? We are using Standard Rule 4(B). If it becomes necessary to annul No. 50 on that date, what form order should be used?

J. H. A.

Answer: Under Standard Rule 4(B) No. 50 can leave its initial station on the date the new time-table takes effect any time the new time-table becomes effective providing that such schedule has not

become 12 hours overdue. Standard Rule 4(B) states that each time-table from the moment it takes effect supersedes the preceding time-table. A train of the preceding time-table shall retain its train orders and take the schedule of the train of the same number on the new time-table. In the case at hand there would be no train of the preceding time-table to assume the new schedule, but the rule is so worded that it puts the new schedule into effect regardless of the time such schedule is due to leave its initial station, providing that it is not 12 hours overdue. At 12:01 a. m. the new time-table has completely superseded the old and its schedules must be treated the same as though the time-table had always been in effect. Old Rule 4(B) completely superseded the old time-table and put all schedules on the new time-table into effect at once except those which were not shown on the old time-table—such schedules cannot take effect until due to leave their initial stations after the new time-table takes effect.

If it became necessary to annul the schedule on the new time-table the order should read, "No. 50 due to leave A, Saturday, February 8, is annulled A to Z."

READING, PA., Feb. 1, 1913.

EDITOR TRAIN RULES DEPARTMENT: No. 2 is a first-class train and No. 9 is a second-class train. The following orders were given: "No. 2 will wait at B until 5:45 p. m., C until 5:57 p. m., D until 6:15 p. m. and E until 6:26 p. m." Order No. 2, "No. 9 will wait at F until 4:40 p. m., E until 4:53 p. m. and D until 5:20 p. m." The above orders were given to work extra 5635 at C. At 5:15 p. m. work extra started for B for No. 2 and ahead of No. 9. There is a question as to the right of the work extra to leave C ahead of No. 9. It is six miles from C to B and seven miles from D to C. The maximum speed for trains is 30 miles per hour. Please advise fully. Div. 75.

Answer: Standard Rules require that an inferior train must clear the time of a superior train in the same direction not less than five minutes, but must be clear

of a first-class train by the time the first-class train is due to leave the last station in the rear where time is shown. In this case No. 9 was late and the extra was running on the wait order with respect to No. 9; this being the case the wait order furnished the only schedule time which the extra had any authority to use and that schedule time ended at D and it was, therefore, the duty of the extra to clear that time as required by rule. That is, the work extra must be clear of the main track beyond D at 5:15 p. m. The fact that the maximum speed allowed for trains is 30 miles per hour has nothing to do with the case. The maximum speed was made with full knowledge of the rules and if it had been desired that an inferior train take advantage of it the rules would have recognized the fact. The orders used are known as the 4th example of Form E and the explanation to that example states that trains receiving the order are required to run with respect to the time specified at the designated points or any intermediate station where schedule time is earlier than the time specified in the order as before required to run with respect to the schedule time of the train named. "Any intermediate station where schedule time is earlier" refers to stations beyond D with respect to No. 9, and the extra must consider the last time named as referring to all stations beyond D. The work extra had no right to leave C at 5:15 p. m.

New Grand Central Terminal Opened, New York City.

On the stroke of 12 o'clock, midnight, Saturday, February 1, the new Grand Central terminal station of the New York Central R. R. in New York City was officially opened to the public. The opening was marked by no ceremony. There was simply the unlocking of doors, and the thing was done. A party of officials and guests went through the terminal on a tour of inspection, and on Sunday thousands of people took occasion to view and admire the new structure and its appointments.—*Railway and Engineering Review*.

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MARCH, 1913.

Anniversary of the B. of L. E.

The Editor's attention has been called to an error in date of the organization of the Grand Body in Detroit, Mich., making it read March 17 instead of August 17, as it has always appeared. We cannot account for this error, nor how it could get by without detection. There is some question as to the exact date, the 17th of August evidently being adopted because the Indianapolis Convention was called for that date in 1864.

At that convention W. D. Robinson, G. C. E., in his report to that convention, said the meeting was held in Detroit on August 18, 1863, but no minutes of the Detroit meeting were preserved; the fact that the Indianapolis Convention was called to meet on August 17, 1864, would appear to be a natural annual date, corresponding with the date the organization was formed and officers elected in Detroit.

In a letter requested of W. D. Robin-

son by the Grand Office in 1893, he writes under date of April 28, saying that "the delegates met in Detroit, I think, on August 14, and continued the meeting, adopted a Constitution and By-Laws and adjourned on August 17, after electing W. D. Robinson, of Div. 3, G. C. E.; Chas. Steel, Div. 6, F. G. E.; J. P. Fox, Div. 10, S. G. E.; O. T. Johnson, Div. 8, F. G. A. E.; Francis Wheeler, Div. 5, S. G. A. E., and W. Demster, Div. 7, T. G. A. E." And the preponderance of evidence seems to point to the date of the first regular convention held in Indianapolis, August 17, which was adopted years ago as the correct date, and it comes this year on Sunday, when many of our Divisions meet, and can have some anniversary feature with little trouble.

The Loan Shark and Wrecks.

In an address on the subject of "The Loan Shark, the Evils and the Remedy," delivered recently in Cleveland, O., by Arthur H. Ham, Director of the Remedial Loan Division of the Russell Sage Foundation, a loan association organized by Mrs. Russell Sage, to suppress the evils of the loan shark, he said:

"Among the many classes of wage-earners upon whom the lone shark has fastened his grip, none offers a more fruitful field for extortion than railroad men, who, as a rule, receive their salaries once a month, and find it impossible to meet emergency calls for money without resorting to the loan shark. When we consider that to the steady nerve and efficiency of these men the lives of thousands are daily entrusted, we find the possible solution for the many partially unexplained railroad wrecks now attributed to the failure of the engineer to notice a warning signal."

In his zeal in presenting his subject to the Chamber of Commerce, that his loan association might profit thereby, we feel that he drew from his imagination rather than from fact, as he alludes to engineers particularly, for it is inconceivable that any number of locomotive engineers are mentally distressed and unfit for the performance of their duties and cause

wrecks because of entangling alliance with loan sharks through loans they cannot pay.

An engineer who cannot borrow from his own friends when in need, without resorting to loan sharks, cannot be in very good standing either in the Order or the community in which he lives.

Boiler Inspection.

Bro. J. F. Ensign, chief of the Boiler Inspection Department, made a call on the Grand Office on his way from Chicago to Washington.

The Boiler Inspection Department has been brought up to a high standard under the direction of Brother Ensign, who has proven that the right man was selected for the responsible and far-reaching position.

The inspection has had a wonderful influence in the direction of safety, the trained inspectors finding many defects undiscovered by the companies, and defects in manufacture that endanger life as soon as the power is put in use, which is beneficial to the railway companies as well as beneficial to those who must ride upon the locomotive. The low water theory nearly always claimed, and particularly when the engineer and fireman were eliminated by the accident, has gradually diminished under the inspection and demonstration of the truth of the cause.

We have not the room to tell here of all the good things that have come from boiler inspection, but will say that the results for the good of the service and safety of those exposed to the defects are far beyond any possible anticipation.

Experience has proved that the Department is not conducted in the interest of any particular factor, but is guided wholly by the rules governing the departmental work, whomever it may hit; and we must declare the work excellent beyond possible anticipation.

The Boiler Inspection Law was advocated by the B. of L. E., and Bro. H. E. Wills, our Legislative Representative, and other Grand Officers used all the power the Order could bring to secure its passage; and then on the recommenda-

tion of the B. of L. E. Brother Ensign was made the head of the Department by appointment of President Taft, who was told that Brother Ensign was a Democrat; but he said, "Well, I will appoint him anyway, and hold the Brotherhood responsible for him." And we are glad to accept that responsibility, feeling that he has filled the bill to the satisfaction of all concerned.

Safety Movement.

Some of our enemies who are opposed to organized effort and resort to any sort of statement in their efforts to harm organized labor are stating that the members of the orders in train service, and particularly the officials and Chairmen of the B. of L. E., are opposed to the safety movement, and do all they can to hinder it, while the directly opposite course is true. Every Grand Officer of the Order heartily approves of efforts to perfect the service and save life and property; they feel that the reputation of the railroads and their operatives is at stake as well as their lives, and the very large meetings on the subject of safety first, puts the lie on the assertions of our enemies. If there is any apathy there is a cause, as old as official authority, and we will have something more to say on this subject in our next issue in answer to the critical critics, who write sensational stuff for our enemies, who seem glad to get any kind of statement that knocks on organized labor, particularly the dead engineer who cannot defend himself and, we commend the following to some of our defamers:

A lurch that flings the rushing train,
A roaring shock that rips and rends.
The groan of death, the shriek of pain
And—Holy, Holy Dividends!

"The Engineer? Poor chap, he's killed,
That makes the explanation clear.
A trusted servant, tried and skilled,
We'll blame it on the Engineer.

"Too bad; he served us fairly well.
Of course, we gave him ample pay
And worked him, through this torrid spell,
Not more than sixteen hours a day.

"His train was late, it seems agreed;
He disobeyed commands, we fear.
And tore ahead at reckless speed:
Let's blame it on the Engineer."

Some day, some day, the Truth may leap
In lines of flame across the Blue,
Of eyes weighed down for want of sleep,
Of Greed that works one man for two,

Of coward shifts, of simple zeal:
And when the witnesses appear,
Perhaps the Court of Last Appeal
Won't blame it on the Engineer.

—Arthur Guileman, *New York World*, Oct. 4, 1912.

High Cost of Living.

We hear much of the high cost of living here in the United States and little relative to the Old World. Usually the statement is made that the lower wages are met by the lower cost of living in the Old World, and yet there are troublesome times in many foreign countries because labor cannot get increased remuneration in proportion to the increased cost of living.

A sample of these troubles occurred in Naples, Italy, during the first week in February, when practically all of the workmen in Naples agreed to strike as a protest against the increased cost of living produced by higher duties imposed on imported foodstuffs in order to increase the revenue of the municipality.

The strike was inaugurated on February 3, the women joining in the movement, and street cars stopped, shops, mills and factories were shut down, and business was at a standstill. Public meetings were held in many places in churches and on the streets; but as usual in that country the authorities immediately called out the troops, and the people were dispersed after a struggle in which many were injured among the officers, soldiers and citizens, including a number of women and children, and some 80 of the agitators were arrested and imprisoned.

The only feature of success which attended this public protest against the increased tax on what they eat and wear was a government measure to prevent any artificial increase in prices of food, demanding that the price list must be exhibited in every store.

If that could be done in the United States and prevent adding five cents for every one cent additional cost of transportation or government tax, we would have less reason to complain of high cost,

but we are better off than in any other country as it is, and we could be still much better off if we stopped imitating other people, pay as we go, in harmony with our income, and have something left for a rainy day. Living beyond our means has much to do with the high cost of living, even if our suggestion of restricting our wants to our practical needs is not a pleasant thought. If we are sick the doctor prescribes short rations. We heed it and profit by it, and we can do much to help our finances and still have enough to supply our real necessities.

For Compulsory Arbitration.

Compulsory arbitration of disputes between public utility corporations and their employees is provided in a bill introduced in the Lower House at Augusta, Me., February 4, by Representative George W. Irving. The measure is an outgrowth of the refusal of the Bangor & Aroostook Railroad Company to accept the recommendation of the Legislature to submit the differences with its striking engineers and firemen to the State Board of Arbitration and Conciliation for adjustment.—*N. Y. Call*

This is a reflect of the strike on the Bangor & Aroostook Ry., and the proposition condemns the attitude of the railroad officers.

EDITOR.

LINKS.

THE first fifth Sunday Winnipeg union meeting will be held on Sunday, March 30, in Eureka Hall, Odd Fellows Temple, Kennedy street, under the auspices of Divs. 76 and 583.

There will be a session in the afternoon, beginning at 2 o'clock, and one in the evening beginning at 7:30.

Our Grand Chief has promised that if he cannot attend the meeting himself he will endeavor to send a Grand Officer.

We want all Brothers from nearby Divisions who can possibly so arrange to attend this meeting.

G. S. MCKENZIE,
627 Young St., Winnipeg,
Sec. U. M. Com.

A UNION meeting is to be held in Stockton, Cal., under the auspices of Div. 773, on March 30, the fifth Sunday of the month, and they expect to have a large attendance.

Stockton is a beautiful city with ample convenience for visitors, and this, with the interest in the B. of L. E. and the work it is doing, ought to induce a crowd. Few union meetings have been held in the far West and they offer excellent opportunities to learn what the B. of L. E. is doing for its members.

EDITOR.

THE fifth Sunday Chicago union meeting will be held on March 30, in the Karpen Bldg., 900 Michigan ave., by Chicago Divisions. These meetings are a grand success and have come to stay. The floor of the Railway Equipment Company, on which is situated the assembly hall, in which we hold our meetings, is a wonder in itself, and well worth the time of any locomotive engineer to visit. You can come as early as you like and view the exhibitions.

The meetings are open to any member of the B. of L. E., and a cordial invitation is given to members outside of Chicago to attend. Come on in, and I will guarantee that you will shake hands with yourself for having come.

Two meetings are held, one at 2 p. m., and one at 7 p. m.

In the past the afternoon meeting has been opened at 2:30 and has been an open meeting. This will be discontinued, and the afternoon as well as the evening meeting will be a closed one. Meetings to be called at 2 p. m. and 7 p. m. sharp.

As in the past, your committee will endeavor to have at least one railroad officer, and if possible, one public speaker. The meeting will be thrown open to these gentlemen, and closed as soon as their talk is done.

For our next meeting, March 30, we have been fortunate in securing as the railroad officer, Mr. W. D. Cantillon, general manager of the C. & N. W. Ry., a man from the ranks, and a prince of men. Come and listen to him. It will be well worth your time.

Bro. T. J. Condon, of Div. 460, attorney for the Illinois State Legislative Board, will be present and give us some information on, as one Brother put it, *the inside of things*.

Brother Ensign, chief federal boiler inspector, will also be present. The fact that Brother Ensign will be there speaks for itself, as anyone who has heard him talk will vouch for; and last, but far from least, we will have one and perhaps two of our generals there—men who have been elected by 73,000 intelligent locomotive engineers to steer their great organization, the B. of L. E., safely through the storm of traps and pitfalls which continually beset it.

Surely, if such men as these will come thousands of miles to talk to you, you cannot afford to miss the opportunity of listening to them.

Yours fraternally,

JAMES A. ELLIS, Correspondent
Chicago Union Meetings.

THE Southeastern Territory Union Meeting will be held in Jacksonville, Fla., April 23 to 26, inclusive, to which all members of the B. of L. E. and G. I. A. are cordially invited.

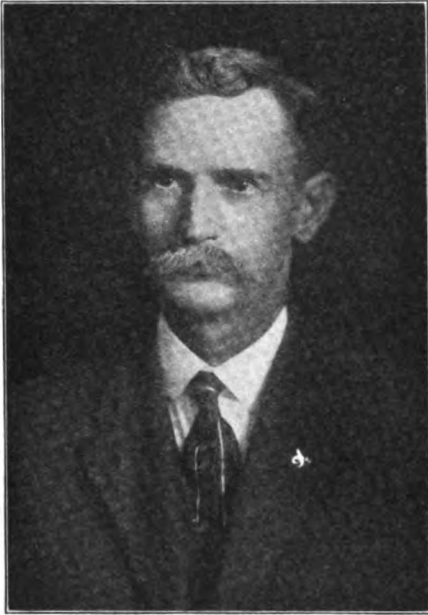
Information concerning the meeting can be had by corresponding with either: Bro. R. M. Sparkman, 22 W. Third street, Jacksonville, Fla., chairman committee of arrangements; Bro. J. M. Cheves, 33 Ashley street, chairman committee on entertainment; Bro. R. J. McKenzie, 833 South street, Jacksonville, chairman finance committee.

These committees are ably assisted by a strong committee representing the G. I. A.

The chairman of the legislative committee of Tennessee says:

I want to take this occasion to say to those who will come that we desire this meeting to be a live business conference. We want to have the people of Jacksonville and the neighboring territory known as a conservative business organization, and we will try to conduct the meeting as such.

There are many places of fascinating interest in Florida and about Jacksonville. This is the country where pleas-



BRO. R. M. SPARKMAN, CHAIRMAN COMMITTEE ON ARRANGEMENTS.

ure-seekers come to spend their vacations, and there is no more ideal region for the tourist. The many places of interest will be advertised, and the com-



BRO. J. M. CHEVES, CHM. COM. ENTERTAINMENT.

mittees will be able to secure reasonable rates for parties who desire to take trips to the places of interest. The hotel accommodations are unsurpassed in any city the size of Jacksonville, and some of the best have made acceptable rates.

Business sessions of the meeting will be held in the Board of Trade rooms during the meeting, and many entertainments are being arranged by our committee and progressive citizens of this city for the pleasure of visitors.

Our committee has arranged to run an interesting and novel excursion to Key West and the Isle of Cuba on April 27,



BRO. R. J. M'KENZIE, CHM. FINANCE COMMITTEE.

leaving Jacksonville at 8:30 a. m., over the Florida East Coast Railway, commonly known here as the "Over Sea Route," which will undoubtedly be the most interesting of all the entertainments or pleasure trips.

Leaving Jacksonville, you cross the great St. Johns River, one of the very few large rivers flowing northeast. Next we arrive at St. Augustine, the oldest city in the United States, with its narrow streets and sentinel gates reminding one of old Spanish days. You can imagine yourself being in a city of the 16th century and only walk a few short blocks and you are in a strictly modern



SISTER H. CHERRY, G. I. A. CHR. STATE OF FLORIDA.

city with palatial hotels, residences and winter homes. Two hours will be spent sightseeing and then we will leave, passing through the world-famed Indian River orange country on to Ormond, Daytona, where some of the world's most noted and fearless autoists have made records on the greatest speeding beach on earth.

Palm Beach, the American Paradise, will be visited, and sufficient stop will be

made on return trip to see and admire the tropical wonders of the city and vicinity.



SISTER W. H. HUNT, G. I. A. COMMITTEE.

Stop will also be made on return at Miami, a very interesting place.

At Key West time is given each direction for recreation and sightseeing.

Leave Key West at 8 a. m., April 28, on steamship "Evangeline" for Havana, Cuba. Arrive in the Cuban capital at 2 p. m.

Entering Havana harbor you pass



SISTER F. W. AMASON, PRES. DIV. 384 G. I. A.



SISTER R. J. M'KENZIE, CHR. ARRANGEMENT COM.



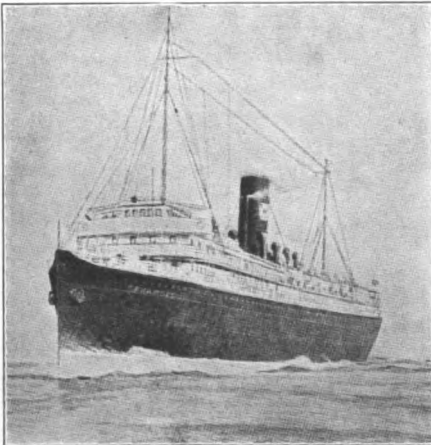
SISTER N. F. LANNT, CHR. FINANCE COMMITTEE.

great Moro Castle, with full view of the city in the background; probably one of the most beautiful harbor views in the world. You pass almost over the spot where we lost 266 of our boys when the lamented battleship "Maine" was blown up.

Havana is a quaint and interesting old city, with many things of interest to us as Americans.

Leave Havana at 12 noon, April 30; arrive at Key West at 8 p. m. Leave Key West May 1, at 8 a. m.

This train will stop two hours in Miami



STEAMSHIP EVANGELINE.



SISTER J. S. CONNELLY, SEC. DIV. 384.

and two hours at Palm Beach, and will arrive at Jacksonville early next morning after having made one of the most novel excursions of modern times. You will then have passed over one of the greatest engineering feats in railroad construction.

The fare from Jacksonville to Cuba and return on this train will be \$15.50, including meals and berth on board ship.

Any member desiring to go on this trip should only get transportation to Jacksonville, Fla. Arrangements have been completed to carry 650 people and application for tickets should be made early to Bro. R. M. Sparkman, 22 West Third street, Jacksonville, Fla., so that your request can be listed.

Hoping that all will come, as a good time is assured, I remain

Faternally yours,

S. M. CAMPBELL, Div. 309.

R. M. SPARKMAN,

Chr. Com. on Arrangements.

BRO. F. A. METLER, member of Div. 223, Selma, Ala., has been appointed road foreman of engines at Knoxville, Tenn., Southern Railway.

Members of Div. 223 wish Brother Metler great success in his new position.

J. S. O'GWYNN, S.-T. Div. 223.

BRO. THOMAS M. FERGUSON, a member of New Haven Div. 77, B. of L. E., has been appointed as demonstrator and traveling salesman for the American Arch Co. Brother Ferguson is a locomotive engineer of ability, having run an engine that pulled the fast trains on the N. Y., N. H. & H. R. R. for a number of years. The American Arch Co. are fortunate in securing him for their New England territory.

The New Haven R. R. engineers wish Tom success in his new vocation.

SEC.-TREAS. DIV. 77.

BRO. H. E. BAILES, Chief Engineer of Div. 33, has been appointed to the position of trainmaster on the 25th district of the Grand Trunk, with headquarters at Battle Creek, Mich.

Brother Bailes is a man well qualified for the position and is also a man among men. We, therefore, extend to him our hearty congratulations and wish him unlimited success in his new field of labor.

We also wish to congratulate the management of this road on their judgment in appointing such a man as Brother Bailes to fill this position.

Now, Brothers, let us all work in harmony with Brother Bailes and try and make his position a success for the company, himself and employees in general.

R. E. ALLAN, S.-T. Div. 33.

BRO. HARVEY W. SHARPE, of Drummond Division 558, Chaudiere Jct., P. Q., Canada, has been appointed master mechanic, with headquarters at Riviere du Loup, P. Q.

Members of Division 558 extend their best wishes for success in his new field of labor and feel that our officials made no mistake in their selection.

Brother Sharpe has worked hard for the Division and the members regret very much that they must lose him as chairman of local committee.

Yours fraternally,
JOHN MARTIN, S.-T. Div. 558.

It is with great pleasure that we announce the appointment of Bro. J. N. Powell, Div. 100, to the position of road foreman of engines on the C. & E. I. Ry.

Brother Powell has always been an active and enthusiastic member. He has and is always ready to perform any duty required of him. He never says anything discouraging but he always has the glad hand out for you wherever he meets you. The Brothers think that the officials could not have done any better than appointing Brother Powell, and he will work with the engineers and company on equal footing and will do all he can to better the welfare of the engineers.

All the Brothers join in wishing Brother Powell success in his new field and they bespeak for him a successful administration in his new duties.

Fraternally yours,
CHAS. PATTERSON, S.-T. Div. 100.

THE Governor of Kansas having honored Brother Myer Hurley, Chairman G. C. of A. Santa Fe system, as per instruction I am sending you a copy of resolution adopted by Div. 396 at meeting of Feb. 2:

WHEREAS, The Governor of the State of Kansas has honored the Brotherhood of Locomotive Engineers by selecting our Brother Myer Hurley for a member of the Utilities Commission of Kansas, and

WHEREAS, Brother Hurley, who was a charter member of this Division, has been Chairman of General Board of Adjustment for fourteen years,

Resolved: That while we are pleased with the honor and glad of Brother Hurley's selection, we regret to lose his services even temporarily, and wish him every success in his new vocation, and

Resolved, That a copy of this resolution be placed on the minutes of the Division and copies given to Brother Hurley and to B. of L. E. JOURNAL, and to the *Santa Fe Railway Magazine*. Fraternally,

C. M. RIDDELL, S.-T. Div. 396.

IN BEHALF of members of Div. 826, a new Division that was recently organized by yard engineers on the Chicago & Alton Ry. in Chicago, it affords me great pleasure to express our sincere thanks to our General Chairman, Bro. P. R. Christal, of Div. 19, and to Bro. J. G. Spring, of Div. 458, in assisting to organ-

ize our new Division; and also to Division 458, in presenting us with a fine new Bible. Will state that Div. 826 is out in behalf of the Brotherhood on Brotherhood principles.

We are starting out with twenty members and expect to double that number in a short time. Yours fraternally,

FRANK SUTFIN, C. E. Div. 826.

A DELEGATION representing the executive committee of the B. of L. E. recently called on Governor Sulzer of New York and in the name of their membership, amounting to some 6,000 men, presented suggestions for appointment to both the upstate and the metropolitan public service commissions. For the upstate commission the name presented was that of John A. Talty of Buffalo, formerly an engineer on the Delaware, Lackawanna & Western Railroad, later road foreman of engines for that road and now inspector of accidents for the commission. For the metropolitan commission the name presented was that of Judge John H. Hyland of Brooklyn, formerly a fireman and engineer, who later studied and took up the practice of law and retired from the cab. It is not known that the governor committed himself with respect to the enginemen's request.—*Railway Engineering Review*.

THE strike on the Bangor & Aroostook Railroad makes occasion for public meeting, that the public may understand the issue between the men and company, and Brother members of Div. 588 send in the following clipping:

L. G. Griffing, Assistant Grand Chief of the Brotherhood of Railroad Engineers, spoke at Perks Hall recently. A large number of townspeople attended.

Mr. Griffing is an easy speaker and the large audience listened with the closest of attention. The side of the railroad men was fairly and impartially given and a number of the business men who attended came away firmly convinced that the men had the best of reasons to strike.

Mr. Griffing read considerable of the correspondence which the Brotherhood

carried on with Mr. Todd. The correspondence of Mr. Todd showed that he positively refused to make any concessions to the men or would he give their appeals consideration.—*Aroostook Pioneer*.

BRO P. O'CONNELL, having been found entitled to membership in the G. I. D., the badge reached Div. 178, Sedalia, Mo., on Christmas morning and was immediately delivered to Brother O'Connell, as we thought it a fine Christmas present, and our Brother evidently did too, for he walked down through the cold to thank me for my interest in the matter, and later wrote the following letter:

SEDALIA, MO., JAN. 20, 1913.

Mr. R. J. Mann, S.-T. Div. 178:

DEAR SIR AND BROTHER: Having received my medal as honorary member of G. I. D. on Christmas Day, I wish to thank you and the Grand Officers for the same. I certainly appreciate the gift and I hope you enjoyed the great day as much as I.

Fraternally yours,

PATRICK O'CONNELL.

Brother O'Connell is still in active service on a short local run. Gets home every night and is off Sundays. He gets good pay, works very steadily, and is still rugged and seems O.K. for a long time to come. We are pleased as he is over his badge bearing evidence of over 40 years of loyalty to the B. of L. E.

Fraternally yours,

R. J. MANN, S.-T. Div. 178.

IN appreciation of their retiring superintendent the members of Div. 538 appointed a committee who formulated the following:

OTTUMWA, IA., Feb. 9, 1913.

Mr. J. A. Macdonald, Superintendent.

DEAR SIR: On the eve of your departure as our superintendent we, as a committee in behalf of Div. 538, B. of L. E., of Kansas City, deem it a fitting occasion to convey to you an expression of our esteem and appreciation and to thank you for the courtesy and consideration you have at all times extended to us. And while we deeply regret our loss, we

offer our congratulations upon your advancement to a position of greater responsibilities, and extend to you our best wishes for continued success in your new duties, and congratulate the engineers who may be fortunate enough to be under your jurisdiction.

Respectfully yours,

WILL M. DAVIS,
E. P. HACKETT,
T. H. KEMP,
Committee.

ON Saturday, January 25, 1913, Div. 727, Sterling, Colo., held a special meeting to confer the work upon four new members and to participate in a banquet served in elegant style by the G. I. A. The Division is beginning the new year in a very energetic manner and has started off with colors flying, and all new members, as well as the old ones, are enthused with the spirit of fraternalism, and desire to increase our membership.

The following were invited guests: Mr. G. W. Smith, Chairman of General Committee of Adjustment; Mr. H. M. Barr, master mechanic, Sterling division; Mr. H. Rennau, Div. 622, Alliance, Neb.; all firemen and their families; also Mr. Trachta, road foreman, Sterling division.

Brother G. W. Smith gave all present a lecture upon the harmony existing between the employees and the managers of the Burlington, which was appreciated and received with applause. Well worded toasts were rendered by Mr. H. M. Barr, M. M., Mr. Trachta, Mr. H. Rennau, Mr. Parks, local chairman of the firemen, and by many others, and all toasts were responded to by the audience, which had listened attentively.

"We attended lodge at Sterling, the city on the Platte.

And to this bunch of hustling boys, I here take off my hat.

We took in four new members, into seven twenty-seven,

And after that we had a feast, as grand as ere was given.

The table groaned beneath its load, of viands rich and rare,

Which the ladies of the G. I. A. did skilfully prepare.

The table reached across the hall, the length was sixty feet.

With no end to the chicken-pie and tempting things to eat.

We ate, laughed, talked and listened to sweet music by the band;

And all things worked in harmony, just as they were planned.

Thanking you, my genial friends, I promise I will try,

To meet you all again some day, when you have chicken-pie."

L. N. MCFALL, Div. 727.

THE local Brotherhood of Locomotive Engineers, Danville, Ill., through a committee headed by Engineer Kline, presented to S. T. Park, retiring general superintendent of machinery at the Oak Lawn shops, a sheepskin lettered with the following testimonial of the regard in which he is held:

"WHEREAS, Mr. S. T. Park is about to leave Danville, Illinois, after a period of service of eight years as superintendent of motive power of the Chicago & Eastern Railroad, and,

"WHEREAS, during that period he has been in the closest contact with the locomotive engineers of Danville Division 100, B. of L. E., and has held out a helping hand to all, has been a father in our faults and a brother in our endeavors, always accessible—always intelligently considerate—always resolving doubt in favor of the man, and not against him—always meeting us with a head full of good hard sense and a heart full of sympathy, now therefore be it

"Resolved, that we hereby express our unlimited appreciation of the good offices of Mr. Park during his work here, and our most sincere wishes for his welfare forever; and that a copy of these resolutions be spread upon our minutes, and a copy presented to Mr. Park.

Danville Div. 100, B. of L. E.

C. E. EVERHART,

H. B. ELLETT,

JACOB WERREN,

Committee on Resolutions."

Mr. Park expressed his thanks for their kindness, saying that he had served the company as best he knew how, and at the same time he endeavored to give the men the squarest deal he knew how. Mr. and Mrs. Park will leave in the near future for St. Louis, where Mr. Park has taken a position with a railway supply company.

His work at the Oak Lawn shops has been of the best order, and while every man under him regrets to hear of his departure they are glad to hear that he is going to a position which will mean a big advancement to him both in position and salary. The best wishes of every railroad man in Danville and along the entire division go with him. The engineers who were more directly under him took this manner of showing their appreciation and their action is heartily endorsed by other railway orders of the city.—*Danville News*.

THE second annual at home and dance given by Hope Div. 174, B. of L. E., Lindsay, Ont., was held in the Town Hall on Jan. 28, and the function was a brilliant and highly successful one in every particular.

The affair had been looked forward to with pleasurable anticipation, and between 200 and 300 guests enjoyed an evening that came to a close all too rapidly. The splendid committees in charge of the function had made ample as well as excellent arrangements for the accommodation and enjoyment of their guests, and the details were carried out to an admirable degree. Too much praise cannot be bestowed on the members of the committees for their painstaking efforts in this respect, and they came in for warm praise during the evening at the hands of the guests.

The scene that presented itself when the Academy orchestra struck up the strains of the grand march was an inspiring one. The program of dances was a varied one, and was carried out to the letter, with a number of extras. The music furnished by the orchestra was a feature of the evening, the organization being most liberal in the numbers rendered.

For those who did not care to indulge in the terpsichorean art, the committee in charge very thoughtfully provided quarters where pleasant hours were spent in social intercourse and games. In fact, nothing was omitted that would add to the pleasure and comfort of the guests.

At midnight an excellent supper was

provided by the committee, after which the balance of the program of dances was run off until 3 o'clock in the morning, when the guests departed, unanimously voting the members of Hope Division right royal entertainers and the function one of the most enjoyable ever held.

There were a number of invited guests from outside points, and they were delighted with the hospitality extended as well as with the success of the dance.

The committees in charge should certainly feel flattered on the success achieved. They were as follows:

Arrangement committee: M. T. Bonisteel, L. Gordon, H. Reeves, J. McMahan, W. Chambers, W. Wickett.

Reception and floor committee: D. O'Brien, S. Cherry, J. Ashwell, G. Marshall, D. B. Elliott.

Patronesses: Mrs. J. McMahon, Mrs. W. Chambers, Mrs. M. T. Bonisteel, Mrs. T. Wilkinson, Mrs. W. Wickett, Mrs. F. Wells, Mrs. S. Cherry, Mrs. Ed. McConnell.

The following excellent program was rendered by the orchestra:

Grand march and two-step—"Everybody's Doing It."—Snider.

Waltz—"That Was Before I Met You."—Haviland.

Two-step—"Excuse Me, Mr. Moon"—Stearn.

Quadrille—"Make it Hot."

Three-step—"Sunset Pass."—Jacobs.

Waltz—"Tell Me, Sweet Rose."—Haviland.

Barn dance—"Dancing on the Verandah."—Williams.

Quadrille—"Rag Tag."

Two-step—"Everybody Loves a Chicken."—Storey.

Waltz—"After the Honeymoon."—Snider.

Quadrille—"Linger Longer."

Waltz—"Rosary of Dreams."—Haviland.

Two-step—"Hold Me a Little Closer."—Von Tilzer.

Three-step—"Satellite."—Jacobs.

Barn dance—"Four Little Pipers."—Jacobs.

Quadrille—"Last Call."

Waltz—"Let Me Take You Home."

Two-step—"Reverie."—Jacobs.

Rye waltz.

Quadrille—"Good Cheer."

Waltz—"I'd Love to Live in Loveland."—Rosseter.

Two-step—"Put Your Arms Around Me, Honey."—Von Tilzer.

Barn dance—"Zulu Moon Dance."—Jacobs.

Waltz—"That Italian Serenade."—Feist.

—*Lindsay Evening Post*.

SPECIAL NOTICES

SEC. 89. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Wanted—To know the present address of Charles J. Wolf, an engineer who was last heard from at Jacksonville, Fla. Kindly address Bro. T. N. Burrell, care O. R. & L. Co., Honolulu, Hawaii.

Wanted—To know the whereabouts of one Walter Sutton, an engineer, who when last heard of was running an engine somewhere out of Utah. Have important information for him. Kindly address Mr. Theo. K. Sutton, Troy, N. C.

Wanted—To know the whereabouts of Simon Johnson, who, when last heard of, was running a traction engine at Spokane, Wash. His mother is very anxious to hear from him. Will anyone who knows anything of him kindly communicate with Bro. O. E. Johnson, box 731, Revelstoke, B. C., Can?

Anyone knowing the present address of Bro. Samuel M. Carter, member of Div. 104, of Littlestown, Pa., formerly employed by the Verbough Contracting and Building Co., at Bellwood, Pa., kindly address Bro. G. W. Fager, S.-T. Div. 104, 150 N. 3rd st., Columbia, Pa.

Wanted—To know the present address of Bro. Frank McGronary, Div. 755. When last heard from he was working on the Canadian Northern out of Winnipeg, Man., Can. Kindly address Bro. James Finnigan, S.-T. Div. 755, Box 182, De Quincy, La.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Boone, Ia., Feb. 6, heart failure, Bro. John Hall, member of Div. 6.

Fort Wayne, Ind., Jan. 20, struck by engine, Bro. Albert Siegrist, member of Div. 12.

Bloomington, Ill., Jan. 26, apoplexy, Bro. J. E. Moore, member of Div. 19.

Logansport, Ind., Feb. 1, pneumonia, Bro. Patrick Walsh, member of Div. 20.

Columbus O., Jan. 30, Bright's disease, Bro. Frank W. Sharp, member of Div. 34.

Newark O., Jan. 26, complication of diseases, Bro. James O. Shields, member of Div. 36.

Williamsport, Pa., Jan. 20, heart disease and dropsy Bro. John Rall, member of Div. 41.

Voorheesville, N. Y., May 28, Bro. E. W. Smith, member of Div. 46.

Hornell, N. Y., Feb. 3, heart trouble, Bro. L. E. Tice, member of Div. 47.

Uniontown Pa., May 28, old age, Bro. S. Wadsworth, member of Div. 50.

Uniontown, Pa., Jan. 17, typhoid fever, Bro. N. Hoyer, member of Div. 50.

Jersey City, N. J., Jan. 24, cancer, Bro. Thos. Towell, member of Div. 53.

Oneonta, N. Y., Jan. 22, gallstones, Bro. R. Furman, member of Div. 58.

Milan, Kans., Jan. 26, apoplexy, Bro. M. F. Weller, member of Div. 60.

Springfield, Mass., Feb. 7, struck by mail crane, Bro. Geo. W. Sawyer, member of Div. 63.

Chester, Mass., Jan. 18, organic heart disease, Bro. Albert H. Olin, member of Div. 63.

Worcester, Mass., Jan. 24, pneumonia, Bro. Elmer E. Alden, member of Div. 64.

New Canaan, Conn., Jan. 18, acute indigestion, Bro. M. Lahey, member of Div. 77.

New Haven, Conn., Feb. 10, heart disease, Bro. Matthew C. Higgins, member of Div. 77.

West Haven, Conn., Jan. 14, paralysis, Bro. J. J. Tracey, member of Div. 77.

Cheyenne, Wyo., Jan. 27, old age, Bro. Barney McDevitt, member of Div. 115.

Dubuque, Ia., Feb. 4, tuberculosis, Bro. Edward Bintner, member of Div. 119.

Port Huron, Mich., Jan. 16, collision, Bro. John Cochrahe, member of Div. 122.

Houston, Tex., Feb. 1, derailment of engine, Bro. J. W. Latchford, member of Div. 139.

Athens, O., Jan. 14, Bro. Lee J. Morris, member of Div. 140.

St. Paul, Minn., Jan. 30, heart failure, Bro. H. E. Emerson, member of Div. 150.

Sunnyvale, Cal., Nov. 29, chronic nephritis, Bro. C. H. Oliver, member of Div. 158.

Alameda, Cal., Jan. 19, kidney trouble, Bro. F. S. Osborn, member of Div. 161.

South Orange, N. J., Jan. 21, complication of diseases, Bro. F. R. Sanford, member of Div. 171.

Jamestown, N. Y., Jan. 19, pneumonia, Bro. E. A. Phillips, member of Div. 173.

Sedalia, Mo., Feb. 4, engine turned over, Bro. J. C. Altemiller, member of Div. 178.

Little Rock, Ark., Nov. 1, hemorrhage, Bro. G. A. Eggleston, member of Div. 182.

Ft. Worth, Tex., Jan. 15, paralysis, Bro. James V. Jay, member of Div. 187.

Huntington, W. Va., Jan. 20, enlarged thorax, Bro. D. B. Smith, member of Div. 190.

McDonoghville, La., Jan. 24, hemorrhage of lungs, Bro. T. P. Higgins, member of Div. 193.

Taylor, Tex., Jan. 24, old age, Bro. W. J. Heap, member of Div. 194.

Colorado City, Colo., Feb. 2, complications from la grippe, Bro. B. R. Keep, member of Div. 197.

Macon, Ga., Feb. 3, cancer, Bro. B. F. Anderson, member of Div. 210.

Clarksville, Tenn., Jan. 30, paralysis, Bro. Walter G. Perkins, member of Div. 215.

Erie, Pa., Jan. 17, heart failure and general breakdown, Bro. J. D. Boone, member of Div. 215.

Logan, Utah, Oct. 27, wreck, Bro. Wm. Purdie, member of Div. 228.

Meridian, Miss., Jan. 20, accidentally shot, Bro. John F. Battle, member of Div. 230.

Ft. Scott, Kans., Oct. 18, paralysis, Bro. P. Harmon, member of Div. 237.

Ft. Scott, Kans., Feb. 4, acute indigestion, Bro. Ed Keeth, member of Div. 237.

Knoxville, Tenn., Feb. 7, Bright's disease, Bro. D. T. Thomas, member of Div. 239.

Gilmore, Ida., Feb. 2, pneumonia, Bro. Leonard Griffin, member of Div. 262.

Newberry, Mich., Dec. 11, Bro. James M. Shepherd, member of Div. 266.

Norfolk, Neb., Jan. 10, typhoid fever, Bro. Harley R. Gleason, member of Div. 268.

Pittsburgh, Pa., Jan. 16, Bro. W. H. Oliver, member of Div. 269.

Oakland, Cal., Dec. 25, Bro. Richard F. Morse, member of Div. 283.

Erie, Pa., Feb. 2, paralysis, Bro. Wm. Murphy, member of Div. 298.

Saginaw, Mich., Feb. 10, complications, Bro. Robert Steiner, member of Div. 304.

Hazleton, Pa., Jan. 16, gangrene, Bro. John W. O'Donnell, member of Div. 316.

St. Paul, Minn., Jan. 22, palpitation of the heart, Bro. John Lynch, member of Div. 333.

Philadelphia, Pa., Jan. 20, operation, Bro. John C. Fearon, member of Div. 333.

Danville, Va., Dec. 2, boiler explosion, Bro. G. W. Robinson, member of Div. 375.

Lynchburg, Va., Nov. 8, suicide, Bro. W. H. Chenault, member of Div. 375.

Thaxton, Va., Jan. 11, run over by engine, Bro. Thos. G. Newman, member of Div. 401.

Chicago, Ill., Feb. 8, cancer, Bro. Wm. Code, member of Div. 404.

New Orleans, La., Jan. 26, tuberculosis, Bro. Joseph Clavier, member of Div. 426.

Lockhart, Tex., Dec. 7, old age, Bro. J. R. Nichols, member of Div. 427.

Trinidad, Colo., Jan. 15, Bright's disease, Bro. Sol Smith, member of Div. 430.

Lake Megantic, P. Q., Can., Jan. 23, Bright's disease, Bro. Elisha E. Crandall, member of Div. 440.

Brownville Jct., Me., Jan. 21, Bro. Fred W. Crandall, member of Div. 440.

Bellwood, Pa., Nov. 20, paralysis and Bright's disease, Bro. Geo. A. Martz, member of Div. 466.

Punkstutawney, Pa., Nov. 29, acute indigestion, Bro. James West, member of Div. 466.

Atchison, Kans., Jan. 2, Bright's disease, Bro. B. A. Jackson, member of Div. 491.

Lafayette, Ind., Feb. 6, inflammatory rheumatism, Bro. A. M. Gunkle, member of Div. 492.

Detroit, Mich., Jan. 20, Bro. H. J. Lovett, member of Div. 507.

Basalt, Colo., Oct. 8, boiler explosion, Bro. J. M. Clegg, member of Div. 515.

San Francisco, Cal., Jan. 4, paralysis, Bro. Chas. H. Schuler, member of Div. 553.

Winnipeg, Man., Can., Nov. 24, Bro. Frank Hastings, member of Div. 583.

Shreveport, La., Jan. 12, Bro. G. W. Hitchens, member of Div. 599.

Koshkonong, Mo., Jan. 29, dropsy, Bro. C. F. Peterson, member of Div. 600.

Wymore, Neb., Jan. 22, peritonitis, Bro. J. R. Worden, member of Div. 621.

Cumberland, Md., Jan. 17, abscess of liver, Bro. A. E. Mareau, member of Div. 640.

Beardstown, Ill., Jan. 16, liver trouble and dropsy, Bro. B. E. Curry, member of Div. 665.

Pittston, Pa., Jan. 28, apoplexy, Bro. James Reap, member of Div. 673.

Pana, Ill., Dec. 24, Bro. A. C. Schafer, member of Div. 724.

Rensselaer, N. Y., Feb. 5, pneumonia, Bro. Walter E. Melins, member of Div. 752.

Bedford, Ind., Jan. 21, lung trouble, Bro. M. F. Hackett, member of Div. 754.

White Plains, N. Y., Feb. 11, pneumonia, Bro. Thos. McCann, member of Div. 783.

Chatham, N. Y., Jan. 16, heart trouble, Bro. Peter H. Sliter, member of Div. 783.

Chicago, Ill., Feb. 1, wreck, Bro. J. F. O'Leary, member of Div. 815.

Dennison, O., Dec. 15, rheumatic carditis and pneumonia, Wm. Edwin Fulton, son of Bro. W. B. Fulton, member of Div. 255.

Norfolk, Va., Jan. 19, Mrs. M. E. Henley, mother of Bro. J. E. Henley, S.-T. Div. 456.

Pittsburgh, Pa., Sept. 5, paralysis, Mrs. Lydia D. Sourbeck, member of G. I. A. Div. 20, wife of Bro. W. H. H. Sourbeck, Div. 293, and sister of Bro. W. H. Robinson, Div. 745, and Bro. Geo. E. Robinson, Div. 577.

Goodland, Kans., Feb. 1, tumor, youngest daughter of Bro. Sam Beidleman, member of Div. 422.

Altoona, Pa., Jan. 24, Mrs. Bridget Hughes, mother of Bros. Wm. and Peter Hughes, members of Div. 730.

Barnesville, O., Feb. 10, Alexander Orr, aged 81 years, brother of Bro. R. M. Orr, S.-T. Div. 417.

ADMITTED BY TRANSFER CARD

Into Division—

- 11—Paul L. Washburn, from Div. 143.
- 44—W. V. Staples, from Div. 115.
- 53—Benjamin R. Dixon, from Div. 109.
- 64—Earnest A. Cleveland, from Div. 59.
- 100—E. Laking, from Div. 724.
- 134—C. M. Milling, from Div. 438.
- 159—Wm. Harlon, from Div. 505.
- 172—R. G. Slocum, from Div. 58.
- 190—R. O. Newcomer, from Div. 751.
- 192—John D. Horton, from Div. 130.
- Wm. Adams, from Div. 186.
- C. H. Morris, from Div. 344.
- S. J. Cox, from Div. 134.
- L. H. Rupert, D. Mythaler, J. W. Mann, from Div. 591.
- 197—W. H. Hall, from Div. 286.
- C. I. Smith, from Div. 224.
- J. M. Grieve, from Div. 438.
- 200—Chas. J. Montgomery, from Div. 208.
- 223—M. K. Morris, from Div. 450.
- 228—W. A. Boyd, from Div. 222.
- 261—O. R. Brown, from Div. 346.
- 265—L. W. Register, from Div. 375.
- 276—Chas. Tingley, from Div. 305.
- 277—J. H. Humphrey, F. T. Green, from Div. 476.
- 287—Wm. F. Kelly, from Div. 406.
- 289—C. W. Jeffries, from Div. 599.
- 323—J. B. Bowden, from Div. 799.
- J. G. Genero, from Div. 786.
- J. C. Gilliam, from Div. 547.
- W. A. Gates, F. V. Taylor, from Div. 717.

Into Division—

- 823—C. L. Cornell, from Div. 210.
W. C. Schrader, from Div. 782.
E. S. Henderson, from Div. 428.
825—John S. Kolb, from Div. 282.
839—Geo. B. Fleming, from Div. 771.
856—Clayton Allen, from Div. 540.
869—E. C. Kelly, from Div. 8.
886—W. R. Alexander, from Div. 140.
406—M. W. Foster, from Div. 224.
426—R. E. Wild, from Div. 755.
454—F. H. Cunningham, from Div. 804.
460—Wm. E. Combs, from Div. 92.
471—John H. Kennedy, from Div. 75.
478—S. Williams, from Div. 19.
488—C. S. Milks, from Div. 505.
500—W. T. Hays, Wm. Dixon, from Div. 636.
610—J. C. Wilson, from Div. 618.
520—P. R. Brislen, from Div. 460.
531—Geo. Downing, from Div. 23.
562—R. Frayne, from Div. 24.
574—Wm. Fogelstrom, from Div. 197.
583—C. C. Gould, from Div. 508.
C. H. Croy, from Div. 224.
600—A. J. Elson, from Div. 454.
609—A. Hunsicker, from Div. 589.
617—T. A. Ayres, from Div. 239.
636—G. C. Evans, from Div. 254.
634—Walter Massey, from Div. 324.
654—P. B. McKiernan, from Div. 232.
Lester F. Bolwe, from Div. 392.
662—J. H. Nichols, from Div. 192.
F. A. Zugschwardt, from Div. 126.
669—Chas. K. Foote, from Div. 538.
O. C. Hopkins, from Div. 462.
H. E. Borgers, from Div. 232.
670—P. McAviney, from Div. 418.
C. Norton, from Div. 258.
W. E. Woods, from Div. 119.
674—W. J. Redding, from Div. 178.
O. W. Brooks, from Div. 186.
680—C. W. Starnes, from Div. 720.
703—R. J. Clark, from Div. 224.
706—J. R. Welch, from Div. 323.
T. T. Jackson, from Div. 810.
E. D. Mitchell, from Div. 684.
714—C. W. Grubb, from Div. 751.
724—J. R. Clear, J. J. Clary, from Div. 606.
744—Wm. J. Sughrone, from Div. 253.
752—J. X. McKenna, from Div. 145.
764—W. F. Shields, from Div. 725.
771—E. G. McColton, W. M. Pendergrass, C. V. Miller, W. M. Johnson, W. B. Thomas, J. R. Page, G. G. Page, Colon Harley, from Div. 435.
776—Jerry Wood, from Div. 326.
786—Geo. W. Mills, from Div. 84.
788—W. B. May, from Div. 363.
789—E. B. Noggle, from Div. 81.
793—J. M. Barton, from Div. 243.
801—G. A. Bankston, from Div. 236.
817—Taswell Smith, from Div. 583.
818—James Bellamy, from Div. 737.
823—Henry J. Stephen, from Div. 678.
824—L. F. Foster, from Div. 502.
825—F. Gillens, from Div. 716.
W. J. Percy, from Div. 817.
Wm. Dohm, T. Fawcett, P. H. Henzie, C. W. Moriarity, A. Borland, J. Campbell, P. Hurley, E. B. Joyner, C. H. Joslyn, M. J. Kreamer, N. McEachran, A. F. McGuire, F. Parsons, F. Rahm, E. A. Rhodes, J. J. Egge, from Div. 737.
826—G. A. Allison, E. R. Benjamin, H. Brink, H. Coughlin, C. Hamm, C. F. Harland, T. Keating, F. Lenning, J. Morris, L. A. Oehler, G. J. O'Leary, W. Porter, Frank Sutfin, from Div. 19.

WITHDRAWALS**From Division—**

- 20—Burley Perry.
66—Francis Dougherty.
68—Wm. Whitehall.
116—Chas. S. Hazen.
118—A. Bramley.
130—W. D. Johnson.
161—Geo. Schulz.

From Division—

- 161—Chas. R. Bushnell.
184—N. Massey.
218—W. J. Batdorf.
228—Peter Grant.
240—Thos. McKenzie.
246—Geo. J. Singles.
297—R. Ainsworth.

From Division—

- 349—Wm. Starkey.
382—Geo. Butcher.
G. E. Kuznesky.
386—J. M. Horn.

From Division—

- 462—F. C. Henry.
505—Wm. T. McMurray.
599—G. E. Bailey.
655—David Horrigan.

Withdrawals of Bro. W. Ward, Div. 433, and Bros. Claud Watkins and E. H. Sine, Div. 331, were published in the February JOURNAL by mistake. These Brothers' names should have appeared in the list of reinstatements.

REINSTATEMENTS**Into Division—**

- 11—Frank C. Hobbs.
19—C. G. McKee.
H. Caughlin.
23—Chas. R. Short.
51—J. J. Begley.
58—Frank Springstead.
100—M. B. Skoocz.
125—C. R. Barrow.
140—E. W. Fallis.
168—John Gaffney.
171—Thos. Walsh.
190—Maurice R. Waring.
210—H. M. McKinnon.
243—J. M. Barton.
J. C. Frogeau.
256—Wright Reynolds.
267—C. N. Suttle.
287—Jno. K. McConnell.
324—J. F. Hazeltine.
331—Claud Watkins.
E. H. Sine.
338—E. P. Gorden.
353—Geo. R. Anderson.
360—E. Bogan.
368—J. W. Williamson.
B. E. Dunbar.
E. G. McDaniel.
375—L. W. Register.
403—Peter J. Gallagher.
404—John P. Norton.

Into Division—

- 413—P. H. McAviney.
418—D. A. Roy.
433—W. Ward.
436—J. M. Hamilton.
442—T. R. Cogan.
416—J. F. Youngblood.
448—L. Dietrich.
E. L. Hutchinson.
462—Wm. Harden.
499—Elmer Fee.
E. C. Hammer.
500—Robert Anderson.
505—Arthur Helgwood.
508—C. W. Watson.
M. S. Williams.
561—W. C. Davis.
585—John McDevitt.
616—M. B. Campbell.
621—John Hill.
672—R. C. Brennen.
R. W. Darden.
682—C. McPherson.
H. G. Sylvester.
696—John A. Beaty.
H. B. Davis.
706—G. A. Adam.
728—W. F. Shields.
731—J. H. Bennett.
736—J. A. Dunn.
776—J. P. Williams.

EXPELLED**FOR NON-PAYMENT OF DUES.**

- 5—T. D. Wieland.
36—P. S. Coffman.
50—W. S. Nicholson.
A. J. Whittle.
I. P. Scott.
55—L. D. Brown.
65—B. S. Frost.
A. B. Davis.
Charles Purdum.
104—H. C. Haughey.
107—A. F. Dyer.
F. E. Brown.
Thos. V. Morin.
H. R. Salzer.
R. H. Martz.
113—E. S. Lawrence.
147—H. R. Peterson.
192—E. M. Collins.
193—P. Z. Alexander.
194—E. E. Smith.
266—H. J. Thompson.
284—C. M. Shaw.
286—A. Pitman.
298—James Firmin.
John B. Miller.
John M. Tripp.
C. H. Winkleman.
Z. W. Olds.
S. E. Shaw.
W. F. Morey.
299—J. P. Smith.
309—J. B. Perkins.
J. L. Henderson.
J. L. Sawyer.
T. J. Jones.
339—R. T. Crone.
351—T. W. H. Wright.
A. McLean.
371—Arthur Lowe.
375—W. S. Ferguson.
- 388—Alph. St. Helaire.
394—James Ryan.
448—R. N. Crowell.
F. Furrow.
P. J. Hain.
G. C. Kitts.
S. T. Hatcher.
J. A. Griffith.
E. J. Shawver.
G. C. Bailey.
H. Douthat.
456—H. K. Billings.
W. B. Lewis.
D. F. Padgett.
459—R. L. Webster.
460—E. E. Sherman.
490—N. M. Myers.
Glen Pain.
503—Geo. P. Gossett.
507—C. D. Perry.
536—C. McCarthy.
538—Orley Kilburn.
563—P. H. Stewart.
568—W. D. Robbins.
589—T. H. Meldrum.
J. R. Stillwell.
613—H. Van Winsen.
653—S. Jones.
669—Roy Nicholas.
688—Wilbur E. Turner.
697—John E. Baker.
Paul J. Scott.
J. B. Kennette.
704—M. V. Garcia.
706—W. N. Dykes.
754—C. C. Carter.
L. H. Cole.
799—J. E. Yawn.
823—E. F. Davies.

FOR OTHER CAUSES.

- 18—C. Thomson, F. C. Flint, violation of Sec. 52, Constitution.
 27—J. W. Anderson, delinquency and not corresponding with Division.
 45—L. K. Moore, intoxication.
 108—John H. Imier, J. W. Gess, non-payment of dues and forfeiting insurance.
 159—H. Bruyn, non-payment of dues and forfeiting insurance.
 160—G. J. Buete, forfeiting insurance.
 187—F. N. Isham, forfeiting insurance.
 233—John W. Sisk, S. E. Hammersla, non-payment of dues and forfeiting insurance.
 279—N. P. Nelson, Charles Brislin, non-payment of dues and not corresponding with Division.
 281—G. C. Buell, violation of Sec. 35, Standing Rules.
 323—G. A. Ball, non-payment of dues and forfeiting insurance.
 324—H. O'Neil, non-payment of dues and violation of obligation.
 340—F. J. Holstlander, forfeiting insurance.
 352—Clarence H. Norris, non-payment of dues and violation of obligation.
 382—F. J. Girardin, keeping a saloon.
 395—W. E. Scott, non-payment of dues and failing to correspond with Division.
 481—J. F. Roe, forfeiting insurance.
 491—Thos. L. Chandler, intoxication.
 495—N. E. Rowell, intoxication and unbecoming conduct.
 512—J. B. Edmondson, Edw. S. Ash, non-payment of dues and forfeiting insurance.
 533—Chas. H. Wright, keeping a saloon.
 665—W. N. Brewer, unbecoming conduct.
 676—Martin Cuburn, non-payment of dues and forfeiting insurance.
 729—John O'Donnell, non-payment of dues and forfeiting insurance.
 733—W. E. Depolster, violation of Sec. 51, Statutes.
 762—J. Wix, non-payment of dues and forfeiting insurance.
 823—L. J. West, J. E. Day, non-payment of dues and forfeiting insurance.

We have been requested by the Sec.-Treas. of the following Divisions to say that the following expulsions which appeared in the February JOURNAL were errors, and that each of the following is in good standing:

- 499—E. D. Burns, 51—C. M. Oldham.
 C. V. Pinkley, 540—A. B. Gairns.
 353—T. Moreland, 771—Thos. Raynor.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

LADIES' WATCH.—For 35 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jeweled, 14 karat, gold filled case; retail price, \$25.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard Watch, 17 jeweled, 14 karat, gold filled case; retail price, \$42.00.

19 JEWELLED WATCH.—For 75 subscribers named and \$75.00, 19 Jeweled Watch, in 14 karat, gold filled case; retail price, \$50.00. All cases guaranteed for 25 years.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

The B. of L. E. Journal.

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LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 479-483.

SERIES L.

OFFICE OF ASSOCIATION, ROOM 1136, B. OF L. E. BLDG.
 CLEVELAND, OHIO, March 1, 1913.

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association:

Five assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 100, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders **PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER.** Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
401	Man'l Huddleston	46	245	Apr. 26, 1903	Nov. 16, 1911	Blind left eye	\$3000	Self.
402	Albert Brown	56	644	Oct. 16, 1904	Mar. 9, 1912	Blind left eye	1500	Self.
403	E. J. Frank	41	624	May 5, 1911	Dec. 19, 1912	Left arm amput'd.	1500	Self.
404	Archibald Rader	31	415	May 10, 1910	Dec. 20, 1912	Typhoid fever	1500	Mary A. Harkey, m.
405	Richard F. Morse	46	283	Dec. 2, 1908	Dec. 25, 1912	Hemorrhage	1500	Isabel Morse, w.
406	Walt J. Malthouse	52	671	May 28, 1899	Dec. 26, 1912	Uremia	1500	Marg. A. Malthouse, w.
407	Chas H. Schuler	40	553	Jan. 27, 1901	Jan. 4, 1913	Peritonitis	1500	Johanna Schuler, m.
408	C. M. O'Daniels	39	399	Apr. 12, 1903	Jan. 6, 1913	Killed	3000	Lillian O'Daniels, w.
409	Alex. Kennedy	68	99	Apr. 27, 1886	Jan. 9, 1913	Paralysis	4500	Sons and daughter.
410	Gorton Nelson	50	15	Jan. 23, 1893	Jan. 9, 1913	Goitre	1500	Francis B. Nelson, f.
411	Thos. J. Bertrand	46	438	June 3, 1900	Jan. 10, 1913	Acute melancholia	3000	Fucha M. Bertrand, f.
412	Geo. W. Hitchins	77	599	Mar. 22, 1871	Jan. 12, 1913	Senile debility	4500	Clara E. Harkins, d.
413	Lewis H. Padgett	35	833	June 21, 1909	Jan. 12, 1913	Killed	3000	Children.
414	W. T. Eskey	37	284	Jan. 14, 1904	Jan. 13, 1913	Leg amput'd.	1500	Self.
415	Henry Lyons	51	298	May 2, 1892	Jan. 15, 1913	Arterio sclerosis	1500	Matelda Lyons, s.
416	Wm. H. Oliver	44	269	Jan. 1, 1907	Jan. 16, 1913	Legal heirs.	1500	Harriet Slater, w.
417	Peter H. Sliter	74	783	Aug. 12, 1871	Jan. 16, 1913	Nephritis	3000	Alice Cochrane, w.
418	John Cochrane	57	122	Dec. 9, 1879	Jan. 16, 1913	Killed	3000	Ernest Curry, s.
419	B. E. Curry	42	665	Feb. 27, 1905	Jan. 16, 1913	Dropsy	1500	Wm. Goggins, b. w.
420	Jas. Goggins	30	392	Mar. 14, 1910	Jan. 16, 1913	Cirrhosis of liver	1500	Cath'ne L. Marean, w.
421	A. E. Marean	49	640	June 21, 1890	Jan. 17, 1913	Abscess of liver	1500	Children.
422	J. D. Boone	68	215	Mar. 8, 1891	Jan. 17, 1913	Heart failure	1500	Bridget Hoyer, m.
423	Nicholas Hoyer	39	50	Oct. 6, 1900	Jan. 17, 1913	Typhoid fever	750	Ella A. Osborn, w.
424	F. S. Osborn	53	161	Dec. 16, 1898	Jan. 18, 1913	Apoplexy	1500	Margaret Lahey, w.
425	Morris Lahey	58	77	Aug. 14, 1889	Jan. 18, 1913	Heart disease	1500	Ida H. Olin, w.
426	A. H. Olin	71	63	May 1, 1892	Jan. 18, 1913	Pneumonia	1500	Estelle M. Phillips, w.
427	Emmett A. Phillips	58	173	Dec. 7, 1896	Jan. 19, 1913	Gunshot wound	1500	Clara C. Battle, w.
428	John F. Battle	36	230	June 5, 1909	Jan. 20, 1913	Ludwig's disease	3000	Elizabeth B. Smith, w.
429	D. B. Smith	52	190	Apr. 22, 1887	Jan. 20, 1913	Gastro enterostomy	3000	Frances A. Lovett, w.
430	H. J. Lovett	52	507	July 8, 1905	Jan. 20, 1913	Heart disease	3000	Florence K. Rall, d.
431	John Rall	61	41	May 20, 1882	Jan. 20, 1913	Embolism	3000	Anna M. Fearon, w.
432	John C. Fearon	46	353	Dec. 22, 1900	Jan. 20, 1913	Killed	1500	Hanna Siegrist, w.
433	Albert Siegrist	35	12	Mar. 6, 1904	Jan. 21, 1913	Killed	1500	Kate E. Crandall, w.
434	Fred W. Crandall	33	440	Apr. 28, 1911	Jan. 21, 1913	Tuberculosis	1500	B. Hackett, w.
435	M. F. Hackett	33	754	July 23, 1905	Jan. 21, 1913	Bright's disease	3000	Josephine Sandford, w.
436	Frank R. Sandford	65	171	Nov. 17, 1879	Jan. 21, 1913	Bronchitis	1500	Sarah A. Murphy, w.
437	Martin Murphy	57	678	Nov. 21, 1897	Jan. 22, 1913	Heart disease	1500	Annie Lynch, w.
438	John Lynch	50	333	Mar. 25, 1900	Jan. 22, 1913	Peritonitis	3000	Anna Worden, w.
439	Jos. R. Worden	50	621	Dec. 29, 1902	Jan. 22, 1913	Pneumonia	3000	Emma B. Furman, w.
440	Robert Furman	53	58	Jan. 18, 1889	Jan. 22, 1913	Bright's disease	1500	Hattie B. Crandall, w.
441	Elisha Crandall	50	440	Mar. 16, 1891	Jan. 23, 1913	Empyema	1500	Elizabeth B. Smith, w.
442	Jas. B. Smith	55	335	Apr. 16, 1899	Jan. 24, 1913	Hemorrhage	4500	Lillie F. Higgins, w.
443	T. P. Higgins	47	193	Mar. 23, 1895	Jan. 24, 1913	Carcinoma	3000	Florence Heap, w.
444	Thos. Towell	66	53	Mar. 24, 1880	Jan. 24, 1913	Pernicious anemia	1500	Lola Watson, w.
445	Walter Heap	62	194	Mar. 8, 1887	Jan. 24, 1913	Hemorrhage	3000	Catherine Moore, w.
446	Wm. Watson	58	222	Apr. 7, 1890	Jan. 25, 1913	Nephritis	3000	Letha A. Shields, w.
447	John E. Moore	44	19	Sept. 1, 1911	Jan. 26, 1913	Pneumonia	3000	Katie L. Clavier, w.
448	Jas. O. Shields	53	36	May 9, 1887	Jan. 26, 1913	Paralysis	3000	Maria Perkins, w.
449	Jos. Clavier	40	426	Nov. 30, 1908	Jan. 26, 1913	Heart failure	1500	Emma C. Emerson, w.
450	Walter G. Perkins	37	215	Nov. 11, 1907	Jan. 30, 1913	Cerebral apoplexy	3000	Mary F. Russell, w.
451	H. E. Emerson	73	150	Dec. 2, 1889	Jan. 30, 1913	Killed	3000	Wife and children.
452	J. H. Russell	57	145	Feb. 26, 1881	Feb. 1, 1913	Killed	1500	Pressie R. O'Leary, w.
453	Jno. W. Latchford	51	139	June 1, 1892	Feb. 1, 1913	Killed	1500	Minnie Monks, w.
454	Jerry F. O'Leary	31	111	May 22, 1911	Feb. 1, 1913	Apoplexy	1500	Eliza Murphy, w.
455	A. Monks	47	623	Mar. 19, 1904	Feb. 2, 1913	Pernicious anemia	3000	Rachel Meyers, w.
456	Wm. Murphy	63	298	Apr. 8, 1891	Feb. 3, 1913	Cancer	3000	Kate E. Anderson, w.
457	F. B. Meyers	57	161	Feb. 22, 1883	Feb. 3, 1913	Angina pectoris	4500	Anna B. Tice, w.
458	B. F. Anderson	57	210	Aug. 12, 1890	Feb. 3, 1913	Tuberculosis	3000	Julia Binter, m.
459	L. E. Tice	61	47	Jan. 18, 1893	Feb. 3, 1913	Killed	3000	Irene M. Altemiller, w.
460	Ed Binter	28	119	Sept. 19, 1910	Feb. 4, 1913	Tuberculosis	1500	Kate Burns, w.
461	J. C. Altemiller	39	178	Sept. 15, 1910	Feb. 4, 1913	Heart disease	1500	Emma Keeth, w.
462	James Burns	51	21	Apr. 2, 1900	Feb. 4, 1913	Pneumonia	1500	Sadie M. Melins, w.
463	Edward Keeth	43	237	Mar. 9, 1912	Feb. 5, 1913	Aneurism of aorta	3000	Sallie A. Hammond, w.
464	Walter Melins	45	752	July 24, 1904	Feb. 5, 1913	Left leg amput'd.	1500	Self.
465	C. N. Hammond	55	660	Nov. 1, 1898	Feb. 5, 1913	Ulceration stomach	1500	Laura F. Cuthrell, d.
466	T. E. Nicholson	45	504	Mar. 20, 1910	Feb. 5, 1913	Heart disease	1500	Josephine Farmer, w.
467	W. M. Thompson	61	48	Apr. 27, 1887	Feb. 6, 1913	Inflam rheumatism	1500	Millie B. Gunkle, w.
468	W. E. Farmer	55	399	May 27, 1906	Feb. 6, 1913	Paralysis	1500	Mary Thomas, m.
469	Albert M. Gunkle	46	492	May 22, 1910	Feb. 6, 1913	Killed	1500	Addie R. Sawyer, w.
470	D. T. Thomas	48	239	May 5, 1891	Feb. 7, 1913	Pneumonia	1500	Son and daughter.
471	Geo. W. Sawyer	50	63	Aug. 4, 1912	Feb. 7, 1913			
472	Wm. Fort	52	109	June 20, 1891	Feb. 7, 1913			

No. of Ann.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability	Am't of Ins.	To Whom Payable.
473	Wm. Code.....	59	404	Oct. 26, 1902	Feb. 8, 1913	Carcinoma.....	\$1500	Anna Code, w.
474	Thos. Stainer.....	56	258	Sept. 24, 1899	Feb. 8, 1913	Killed.....	1500	Charlotte Stainer, w.
475	M. C. Higgins.....	53	77	Apr. 1, 1904	Feb. 10, 1913	Myocarditis.....	3000	John M. Higgins, s.
476	Robert Steiner.....	56	304	May 10, 1898	Feb. 10, 1913	Uremic poisoning.	1500	Louisa Steiner, w.
477	Thomas McCann.....	46	145	June 23, 1901	Feb. 11, 1913	Pneumonia.....	1500	Cath'ne A. McCann, w.
478	E. B. Plummer.....	76	342	Feb. 1, 1868	Feb. 11, 1913	Pneumonia.....	3000	Kath'ne P. Adams, d
479	Wm. H. McDonald.....	38	235	Mar. 18, 1907	Feb. 13, 1913	Tuberculosis.....	3000	Ana'sia M'Donald, w
480	W. H. Peer.....	76	19	Apr. 13, 1887	Feb. 13, 1913	Killed.....	3000	Mrs. E. C. Peer.
481	G. F. Johnson.....	32	622	Nov. 12, 1908	Feb. 14, 1913	Killed.....	1500	Carrie J. Johnson, s.
482	Louis E. Field.....	34	471	Sept. 18, 1904	Feb. 15, 1913	Killed.....	1500	Ella I. Field, m.
483	E. D. Black.....	72	135	Jan. 1, 1868	Feb. 18, 1913	Cardiac exhaust'n	3000	Mary E. Black, w.

Total number of claims, 83. Total amount of claims, \$180,750.00.

Financial Statement.

CLEVELAND, O., Feb. 1, 1913.

MORTUARY FUND FOR JANUARY.

Balance on hand.....	\$263,533 56
Paid in settlement of claims.....	153,075 00
Surplus.....	\$110,458 56
Received by assessments 240.	
243 and back assessments.....	\$149,680 12
Received from members carried	
by the Association.....	3,416 08
Interest for January, 1913.....	732 81
Balance in bank Jan. 31, 1913.....	\$264,287 57

SPECIAL MORTUARY FUND.

Balance on hand.....	\$63,435 24
Received in January, 1913.....	17,388 69
Balance in bank Jan. 31, 1913.....	\$80,823 93

EXPENSE FUND FOR JANUARY.

Balance on hand.....	\$47,328 25
Received from fees.....	337 46
Received from 2 percent.....	3,401 83
Balance.....	51,067 54
Expenses during month of Jan, 1913.,	3,327 27
Balance in bank Jan. 31, 1913.....	\$47,740 27

Statement of Membership.

FOR JANUARY, 1913.

Classified rep- resents:	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total member- ship Dec.	1,945	41,424	175	18,544	14	3,806
Applications and rein- statements received dur- ing the m'th	433		116		44	
Totals.....	1,945	41,857	175	18,660	14	3,852
From which deduct poli- cies termin- ated by death, acci- dent, or oth- erwise.....	13	142	24	52	4	7
Total member- ship Jan.	1,932	41,715	151	18,608	10	3,845
Grand total.....						66,261

WEEKLY INDEMNITY CLAIMS PAID JANUARY 1, 1913.

Cl'im	Div.	Name	Amount Paid	Cl'im	Div.	Name	Amount Paid
*953	66	Chas. R. Burdick Adv.	\$ 75 00	977	511	J. R. Cooper.....	\$55 71
*954	501	J. W. Minniear Adv.	190 00	978	608	John McCarty.....	113 57
955	471	T. R. Markham.....	25 71	979	190	D. E. Smith.....	20 00
*956	511	W. E. Bertram Adv.	160 00	980	190	W. H. Harrell.....	37 14
*957	37	F. E. Pressler Adv.	125 00	981	253	D. F. O'Connell.....	28 57
958	8	M. L. Stephenson.....	37 14	982	706	J. R. Welch.....	28 57
959	177	R. L. Reed.....	60 00	983	294	L. G. Johnson.....	8 57
960	523	Simon W. Rymam.....	28 57	984	354	B. Walker.....	12 86
961	27	G. B. Reigard.....	23 57	985	315	Henry Lynch.....	15 00
962	597	W. A. Cutting.....	180 00	986	507	C. A. Carr.....	25 71
963	182	A. L. Clark.....	42 86	987	178	E. L. Rosson.....	57 14
964	267	W. C. Moore.....	31 43	988	475	A. J. McGowan.....	74 29
965	178	Chas. L. Petit.....	38 57	989	336	P. J. Burns.....	25 71
966	196	R. M. Benjamin.....	22 86	990	703	R. T. Daniel.....	74 29
967	482	M. L. Redfern.....	8 57	991	86	Willard Russ.....	154 29
968	542	Thos. McGettrick.....	37 14	992	216	C. P. Bond.....	108 57
969	159	A. J. Kimbro.....	71 43	993	72	Jos. H. Scott.....	42 86
970	761	E. B. Walter.....	8 57	994	758	W. B. Dixon.....	140 00
971	446	F. J. Allison.....	68 57	995	19	F. E. Shorthose.....	222 86
972	416	Chas. A. Sweeney.....	43 57	996	606	Chas. W. Huber.....	12 86
973	427	J. H. Swank.....	31 43	997	511	W. R. Pleasants.....	60 00
974	448	S. C. Griffin.....	40 00	998	93	Mike Mulroy.....	75 00
975	39	Henry Oleslager.....	17 14	999	93	Lon Hardee.....	25 71
976	606	M. Meinhold.....	62 86	1000	86	T. McCaskey.....	60 00

Cl'm	Div.	Name	Amount Paid	Cl'm	Div.	Name	Amount Paid
1	267	D. G. Rowe.....	\$34 29	52	584	J. W. Foley.....	\$91 43
2	48	S. E. Pace.....	80 00	53	448	Chesley Shelton.....	42 86
3	210	Hugh A. Shouse.....	248 57	54	177	E. C. Howe.....	14 29
4	427	Chas. McCarty.....	28 57	55	169	Wm. H. Ryan.....	11 43
5	159	Theo. A. Jacobson.....	45 71	56	102	Alfred Meinicke.....	19 29
6	10	G. M. Dix.....	75 00	57	539	S. R. Hinchee.....	8 57
7	351	L. R. Bumgardner.....	60 00	58	360	Ed Pedler.....	64 29
8	12	Chas. McDonald.....	15 00	59	525	M. J. McGrath.....	48 57
9	491	Ed Powers.....	54 29	60	432	Henry Stephens.....	23 57
10	8	Geo. O. Holliday.....	20 00	61	769	M. A. Miot.....	60 00
11	177	J. H. Kent.....	17 14	62	8	G. C. Stephenson.....	100 00
12	5	Thos. F. Norton.....	20 00	63	252	Ira Small.....	8 57
13	177	T. B. Nelson.....	25 71	64	252	B. E. Dick.....	28 57
14	279	G. R. Walters.....	42 86	65	134	Frank Dietz.....	20 00
15	19	John A. Van Ness.....	51 43	66	511	Wm. E. Perkinson.....	14 29
16	197	James White.....	80 00	67	215	Smith Wood.....	25 71
17	33	W. J. Jamison.....	15 00	68	523	C. E. Riggins.....	85 71
18	609	F. J. Hasler.....	60 00	69	523	L. J. Good.....	37 14
19	333	James Andrews.....	25 71	70	611	Jas. J. Murphy.....	285 71
20	408	C. S. Martin.....	80 00	71	609	P. J. Kennern.....	25 71
21	317	Jas. L. Kelly.....	36 43	72	384	C. E. Redrup.....	21 43
22	448	R. E. Winstead.....	62 86	73	141	B. F. Veirs.....	22 86
23	400	J. H. Conners.....	22 86	74	177	L. Metcalf.....	31 43
24	203	Wm. E. Bloomfield.....	57 14	75	220	C. A. Hannaford.....	220 00
25	203	Thos. Wilcox.....	42 86	76	736	R. W. Cook.....	40 00
26	755	Michael Giblin.....	20 00	77	739	F. H. Tibbs.....	20 00
27	27	Geo. B. Patterson.....	40 00	78	448	John H. Cook.....	65 71
28	778	E. E. Rehms.....	15 00	79	8	J. F. Bushman.....	125 71
29	448	B. W. Harman.....	148 57	80	12	Jos. E. Gaskins.....	27 14
30	448	W. F. Perkins.....	131 43	81	267	Clinton Burt.....	48 57
31	252	B. L. McCandless.....	20 00	82	146	I. H. Steddum.....	31 43
32	130	W. S. Dix.....	37 14	83	408	W. G. Huddleston.....	151 43
33	203	Jas. T. DeLand.....	51 43	84	238	Wm. Anderson.....	81 43
34	301	L. H. Carney.....	28 57	85	83	John C. Brown.....	14 29
35	66	Jos. A. Juneau.....	19 29	86	445	G. W. Eddy.....	31 43
36	742	Herbert Priest.....	21 43	87	427	J. H. Holden.....	21 43
37	430	L. V. Schulze.....	28 57	*671	265	J. L. Wysong, Adv.....	75 00
38	430	C. C. Waller.....	17 14	*843	264	Harry L. Handy, Bal.....	280 00
39	282	Wm. Kelly.....	120 06	*849	212	M. J. Doyle, Bal.....	925 71
40	606	A. J. Reed.....	14 29	517	504	Patrick Meeks, Bal.....	300 00
41	602	Geo. White.....	14 29	953	66	Chas. R. Burdick, Bal.....	15 00
42	602	J. M. Daugherty.....	48 57	*272	500	Chas. E. Bishop, Adv.....	350 00
43	354	P. J. Harrington.....	30 00	*388	301	J. H. Harris, Adv.....	200 00
44	27	J. W. Meyer.....	11 43	*864	491	T. C. Henry, Adv.....	75 00
45	758	N. W. Rice.....	57 14	*275	262	Ludwig Johnson, Bal.....	40 00
46	237	L. A. Remy.....	40 00	*391	48	G. W. Lutes, Adv.....	200 00
47	566	E. L. Hart.....	154 29	*643	177	L. W. Bates, Adv.....	340 00
48	197	W. F. Griffin.....	94 29	*257	252	Miles O'Rourke, Adv.....	300 00
49	146	H. M. Newton.....	47 14				
50	159	C. E. Mitchell.....	23 57				
51	155	Wm. H. Layton.....	20 00				
							\$10534 99 10534 99

Total number of Weekly Indemnity Claims, 134.

*Number of advance Payments on Claims, 10.

**Claims reopened, 3.

INDEMNITY DEATH CLAIMS PAID FEBRUARY 1, 1913.

Cl'm	Div.	Name	Amt. Paid
101	221	L. B. Sweetland.....	\$1000 00
102	484	E. B. Byram.....	1000 00
			\$2000 00 \$2000 00
			\$12,534 99
			Total number of Death Claims, 2.
			Weekly Indemnity Claims paid from Dec. 1, 1906, to Jan. 1, 1913.....\$418,306 81
			Indemnity Death Claims paid from April 1, 1907, to Jan. 1, 1913.....178,208 57
			\$596,515 38 596,515 38
			\$609,050 37

NOTICE TO INDEMNITY POLICYHOLDERS.

The Second Quarterly Premium for 1913 on your Indemnity Insurance is due and payable to your Insurance Secretary on or before the 20th of March, 1913. Failure on your part to pay this Indemnity Premium, as provided in Sections 23 and 24 of the Indemnity By-Laws, will lapse your policy and leave you unprotected. Be "on time."

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y & Treas.

HOW WEAK EYES ARE STRENGTHENED BY EXERCISE

By C. Gilbert Percival, M. D.

In this, which is undoubtedly the most active period in the history of man, every one of our faculties is called on to do more, and to respond to a longer continued extraordinary strain than ever before.

"Take things easy" may be very good advice, but most of us, who know how our competitors are hustling, fear that the practice of it would furnish us with a free seat on a bench in the park, instead of a cash income.

More energy, more concentration, are required to keep up with the leaders nowadays—hence our nervous exhaustion is greater. Busy city life, with its clang, clatter and rush, even most of our time-saving inventions and modes of travel keep the nerves on edge, and give them no opportunity to rest during our waking hours.

Now the eye is one of the most delicate centers of the nervous system. This is clearly proven by the fact that the first place a physician looks for symptoms of paralysis is at the base of the optic nerve—if there are none in evidence it is taken as positive proof that there is no danger.

This will clearly evidence that nerve exhaustion means eye-exhaustion and finally eye affection if nothing be done to correct it.

If, however, the blood circulation in the eyes is kept normal by the proper kind of simple and safe exercise, they continue healthy, normal and strong.

Besides this nervous strain that I speak of there are many other features of modern life which tax the eyes unduly.

Our schooling, once confined to the simple rudiments of education, is now so extended that the books of a schoolchild of today would cause a child of thirty years ago to look aghast—hence at the threshold of practical life we start to unduly tax our eyes.

The glitter of city streets—the speed of traffic—the riding in fast trains—the viewing of scenery from train-windows as it flashes quickly by—and above all, the habit of reading every time we have the oppor-

tunity in our busy careers, under all sorts of unfavorable conditions—these all add to the extraordinary burden which our eyes are asked and expected to carry without assistance of any kind.

And, remember that though your arms may rest, your body may recline, and every limb, and other sense may be to a great extent dormant at times, your eyes are always seeing unless they are closed—always active during every waking hour.

Hardly any wonder, then, that eye strain is so common and up to recently so many have had to call on artificial aid in order to see at all.

You know the eye is just like a little camera. It has the lens with the iris opening which enlarges and contracts agreeably to the amount of light existing. It also has a dark chamber which may be compared to a camera bellows, and the retina corresponding to the sensitive plate. It has three sets of muscles—one turns the eye in any direction, one controls the iris, and one operates the focus.

When, through nervous exhaustion or overtaxation, the circulation of blood in the eyes becomes weaker than is normal, these muscles become flabby and refuse to act up to their usual standard, and the eyes do not focus easily if at all. Premature old-sight is the result.

The muscles still do their best to focus properly; eagerly struggle and strain to properly do the work which your brain commands them to do—strain and struggle so hard in fact that they affect the tired nerves, and not only cause headaches of which this is the most fruitful cause, but put the entire nervous system under a pressure which extends to the stomach and digestive organs, and brings on nausea and dyspepsia.

What eye specialist is there who has not heard from his patient: "Why, I had no idea in the world that it could be my eyes." There are many physicians, in fact, who look to the eyes for one of the first causes of stomach trouble.

It is perfectly amazing in reviewing the progress of science, surgery and medicine in the last fifty years, that the methods of correcting eye affections, even of the simplest kind, seem to have been entirely overlooked.

Science in physiology is correcting deformities which used to require harnesses or mechanical support. Surgery is correcting displacements which heretofore caused life-long confinement. Physicians are departing more and more from the old-fashioned practice of continual drugging, and using more rational methods of restoring and preserving health.

But, until the recent discovery of this system of exercise to which I refer, no matter how simple your eye-trouble was, you were told that you had to wear eye-glasses.

Now eye-glasses are not necessarily to be despised. They are a great invention in their way—so are crutches.

But you would not relish the anticipation that you had to use crutches all your life—nor would you. Just as soon as your sprained ankle, for instance, were in condition to stand it, your doctor would instruct you to touch it to the ground gradually and *exercise* it to bring back the *normal circulation* necessary to enable you to discard your crutch. Exactly the same with a broken arm—exercise it as soon as possible to bring it back to normal.

The wearing of eye-glasses is just exactly like using a crutch for life. Instead of growing stronger by their use, the eyes grow weaker, and you probably are well aware of the fact that in order to see perfectly the wearer of glasses must change them from time to time for new and stronger ones.

Let us see what authorities say on the subject of eye massage: Doctor De Schweinitz, of Philadelphia, Professor of Ophthalmology in Jefferson College, makes the statement that in treating so serious a condition as dreaded cataract of the eye, massage of the eye-ball "has been followed by improvement in vision and deepening of the anterior chamber," *The Medical Record*, in writing of the same serious ailment, urges the great value of "any means that would bring an increased blood supply" and considers that "the most feasible plan seems to be properly applied massage."

It would of course be impossible to satisfactorily or even safely give this massage (or exercise) with the hands, but this problem was successfully solved a few years ago by a New York specialist, who realized through experience how many troubles of the eyes could be quickly corrected by this method.

The greatest and most practical inventions usually seem the simplest and most obvious once they become known, and this one is no exception to that rule. So simple is it that anyone can use it in their own home without instruction, yet it is so safe that there is not the slightest chance of giving the eyes anything but great benefit, no matter how long they may have been affected.

This system of exercise is fully explained, also many interesting scientific facts about the eyes are given in a little book on the subject, which will be sent without cost if you address Charles A. Tyrrell, M. D., 134 West 65th street New York, and mention having read this article in the *LOCOMOTIVE ENGINEERS' JOURNAL*.

It may, with reason, be suggested that at no time could this system have been perfected more opportunely than now. At no time has the world demanded more perfect men and women; and if your eyes are weak, whether you wear glasses or not, it is not necessary for anyone to point out its disadvantages—perhaps you even consider glasses a disfigurement to a certain degree—surely they are an inconvenience.

Of course you cannot put new muscles in an eye, as you would a new tire on an automobile, but you can restore health to these muscles and give them the same original strength that assures the thorough performance of their natural work.

Personally I have seen this system in a few months make a boy of eighteen entirely independent of glasses who had worn them continuously for twelve years; also enable old folks over sixty to discard their glasses in an incredibly short time. Therefore, I believe it is safe to assume that many thousands of spectacles will cease to be useful as this system becomes generally known, and I am sure that everyone whose eyes are affected in any way, whether a wearer of glasses or not, will be greatly interested in the little book which tells so much about the eyes and their care.—[Advt.]

GET IN THE SMOOTH SMOKE CIRCLE



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TOBACCO

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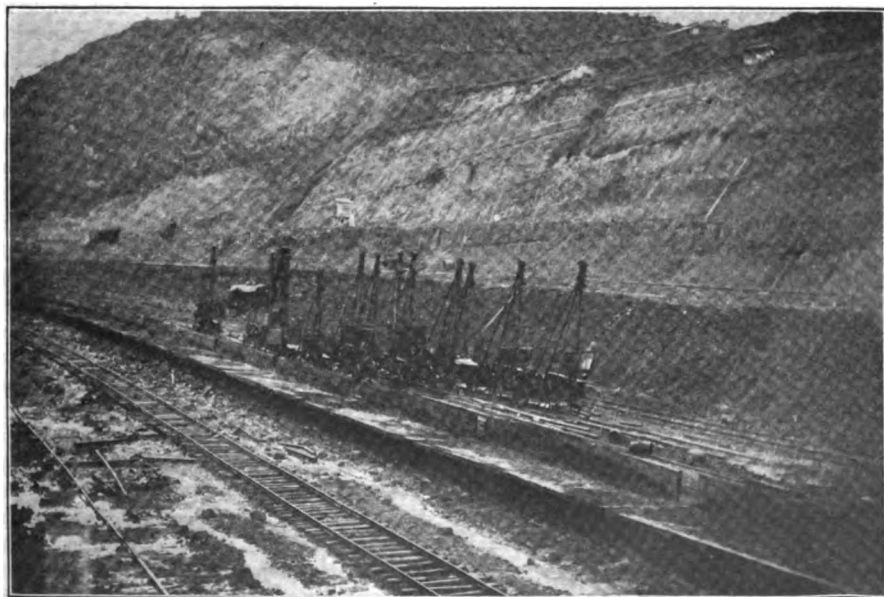
The Panama Canal.

BY FRED A. CALVIN.

More than any other undertaking in the world's history, perhaps, the Panama Canal is due to the combined development of many elements of civilization. While the French engineers failed to complete the canal, we must remember that no one could have succeeded at that time, and we must give them credit for courage, engineering ability and a creditable achievement.

Without a Col. Gorgas to first eliminate the mosquito and make the Canal

Zone not only livable but comfortable and even attractive, the Canal would never have been built. Without the modern developments of excavating machinery and of concrete, the great locks at Gatun, Pedro Miguel and Miraflores and the nine-mile cut at Culebra would never have been completed within a reasonable time. Without the repair shops at Cristobal, Gorgona, Empire and Balboa to keep the locomotives, steam shovels and other machinery in operation, the rapid progress would have been impossible. And without the selection of proper material to stand the climate, not forgetting



CULEBRA CUT, PANAMA CANAL.

the too often overlooked item of belting, the cost in delays and in actual money might be difficult to compute.

The shops at Cristobal and Balboa handle the repairs for the dredges and other excavating machinery at the Atlantic and Pacific ends of the canal, respectively. This includes the barges which carry the material away to be dumped, some being self-propelled and called by their French name "clappets," as well as tugs, launches and any sort of seagoing craft which may be used.

The largest shops are at Gorgona, enlarged from the French shops at this place, and here all the locomotives and cars for the excavation work as well as for the Panama Railroad are repaired. At times this shop has employed 1,800 men. It is difficult to see the necessity for such a large shop until we stop to consider that the Isthmian Canal Commission Railroad, built solely in the Culebracut and for hauling the dirt (or "spoil," as it is called) away from it, is about the size of the Boston & Albany Railroad. There are over 300 locomotives and 4,000 cars, and most of the locomotives are big ones, weighing over 100 tons each. They are very unlike the usual contractors' locomotives we usually think of in connection with excavation work.

At Empire the steam shovels are repaired and the shops employ about 700 men at times. It takes a lot of shop work to keep the dirt flying, but they are kept at work with as little delay as possible by a thoroughly organized plan of action and a corps of inspectors and workmen.

The inspectors visit each shovel as it works away, and not only get the reports of the shovel engineers, but look it over for weak spots and worn parts. Any needed repairs are reported to Empire by telephone so that repair parts and supplies can be prepared in advance.

After the dirt trains have stopped running at 5 p. m. the repair train starts out from the Empire shops and makes its rounds to the steam shovels which are in need of its services. This repair train consists of a heavy locomotive, a large wrecking crane, a box car, which is a fairly well equipped machine-shop, and

another box car filled with supplies and parts ordinarily used, such as bolts and nuts, packings and similar pieces.

The train takes the small machine-shop directly to the shovel to be repaired and in most cases does all that is needed without its leaving its position or losing a minute from the work, an excellent example of real efficiency. Sometimes a whole new arm or boom is swung into place by the wrecking crane and a trip to Empire with its attendant delay is avoided. And these arms or booms weigh several tons and are not easy to handle. But the aim of everything is to keep things moving and push the job through to completion.

At Empire, too, is the main air-compressing plant of the largest air-compressing system in the world. Three stations—Las Cascadas, Empire and Rio Grande—pump into about 14 miles of 10-inch pipe line, which carries compressed air to drive the drills for preparing the rock for blasting.

Aside from the strictly repair work to the locomotives and cars, the shops at Gorgona can be called the manufacturing shops of the zone. A good-sized foundry equipment is provided for making iron, brass and steel castings for all purposes needed in the canal work. And while it is the intention to buy as much material as possible, it has been found necessary to make many repair parts which should have been made in the States on account of the shortsighted policy of some manufacturers in charging exorbitant prices for repair parts. It has repeatedly been found cheaper to make a pattern and a casting and then machine the casting than to pay the price asked and wait for it to be made.

Nearly all the machinery which has gone to the Isthmus has been found to require strengthening to stand up under the severe work of the canal excavation. Crane arms have to be reinforced, car sides strengthened and other machinery parts increased in proportion. The old French rails have been largely used for such reinforcing, and there seems to be no end to them. They make excellent I beams for the sides of dump and other cars and are also largely used in re-

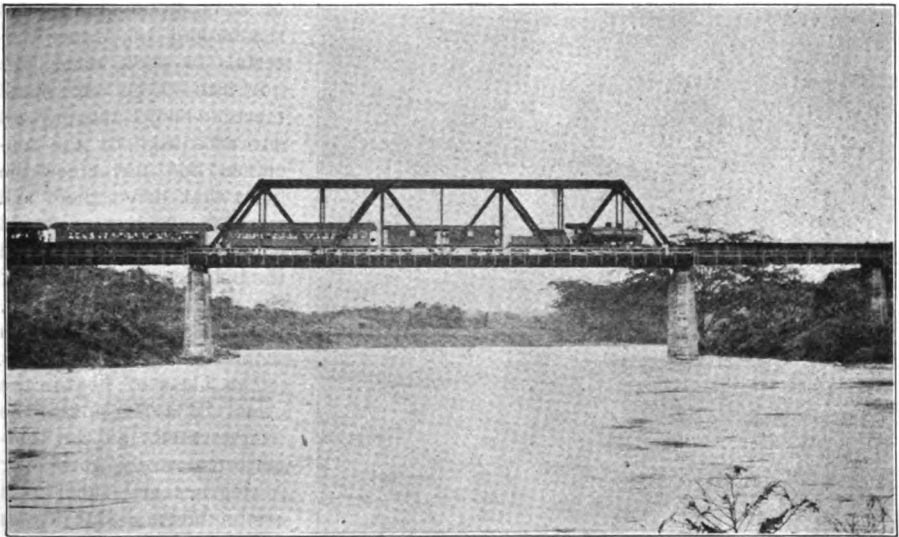
inforcing concrete structures in many places, even including the edges of curbing for street sidewalks. Bridges of short spans have also been built of these rails and they have been put to more uses than can be mentioned offhand. Whoever bought them bought with great liberality, to put the matter mildly.

Everything about the whole Canal is on a big scale, even though the success of the largest may depend on the proper working out of the smaller details. The locks at Gatun will lift the vessels 85 feet from the sea level to that of the lake, which is formed by the huge Gatun

time if necessary. Electric locomotives ahead, behind and on both sides will tow the vessels through the locks, both to save time and to prevent damage to the locks themselves.

The overflow of the Gatun dam will provide electric power for the locomotives and probably for all the uses of power along the Canal Zone.

The lock gates are steel structures, each leaf weighing about 550 tons. They are about 77 feet high, 67 feet wide and 7 feet thick. There are 92 leaves, for there are 46 pairs of gates. An idea of their bulk may be had by noting that if



PANAMA RAILROAD, SHOWING THE CHAGRES RIVER IN SUDDEN FLOOD.

dam. The lake will cover 164 square miles and flow the water from the locks at Gatun through the great Culebra cut and to the locks on the Pacific side at Pedro Miguel. The locks will accommodate vessels 1,000 feet long by 110 feet wide and drawing 45 feet of water. But as the average vessel in the tropical trade is under 600 feet long, auxiliary or intermediate gates are provided so that 40 per cent of the water for locking vessels can be saved unless the vessel exceeds 600 feet.

The Gatun locks are about $1\frac{1}{2}$ miles long, of solid concrete, and form the largest concrete structure in the world. They are double, to allow the passage of vessels in both directions at the same

they were laid flat, one on top of the other, the pile would be higher than the Singer tower. The riveting problem is also interesting. Counting 300 rivets as a good day's work for a single gang of riveters, it would take them a year to rivet up a single leaf, or 92 years to complete the lot.

The whole administration of the shop and storehouses is under the Army in its various branches. The stores come under the quartermaster's department, and the storehouses are splendidly kept in every way. Employees all have a brass check or tag similar to a baggage tag bearing their number. This tag is the open sesame to all commission stores. Here the employees can buy

anything at cost, usually much cheaper than the same thing can be secured in New York or any Northern city.

At Cristobal are the main storehouses, the government ice factory, ice-cream factory, bakery and laundry. Early every morning the supply train, usually of 21 cars, starts out to supply the smaller storehouses and distributing points along the Isthmus. And there

turn necessitated the adoption of a complete school system, including a high school which ranks second to none as a preparatory school for college. It also meant recreation centers and Y. M. C. A. buildings for the men and women's clubs for the women—all strangely out of place, and a seeming extravagance in a tropical climate and for a temporary job, but all absolutely necessary to the successful building of the Canal in record time as has been done.

This same thing has been carried out in the details of shop management and the buying of proper materials to work with. We go into large or small machine-shops and pay all our attention to the machines and never see the belts that drive them and without which they would be of almost no use. And the belt problem is one of the worst that comes up, especially in shops in tropical countries.

The ideas of heat in the Canal Zone are apt to be exaggerated, as the temperature rarely goes over 93 degrees and sunstrokes are unknown. But heat is not the only factor in these climates.

Imagine sitting down at the table on a damp, rainy day and pressing with your knife on the salt in the salt cellar and see moisture stand in drops on the knife.

Salt shakers are out of the question, and envelopes are made without gum to prevent their being accidentally sealed when not wanted. This gives you some idea of the dampness in the atmosphere.

It is not so hot as you expect, but you perspire at the slightest provocation and sometimes without any provocation at all. Your clothes may be damp in the morning, almost wet, in fact, unless you put them in the tight wardrobes usually provided. And your boots insist on get-



HAPPY AS THE DAY IS LONG, IN SPRINGTIME.

are very few of the necessities and even luxuries which cannot be secured from the main stores and sent to you at short notice.

These seem strange when we think of canal digging, but show conclusively that it is the attention to details that brings success, no matter how large the enterprise. Men would not stay until the surroundings were healthy and congenial. This meant comfortable quarters for their wives and children. This in

ting mouldy unless they are wiped dry when put away, and even this is not a sure preventative.

And then imagine what a belt is up against. It must be dependable day after day. The season may be dry or wet, the atmosphere saturated or dried out by the close proximity to a boiler or other heating apparatus, but the belt must go on doing its duty or the machines cannot run and the shovels and locomotives cannot be repaired. Then, too, there is oil around the machinery to contend with, all of which makes the conditions especially trying.

Ordinary belting stretches with the moisture, contracts when it dries out a bit, opens at the laps and has to be cut constantly to keep the length so it will pull the machine. Two or three-ply belting is very apt to part company and be of little value as a driver of machinery of any kind.

Here again careful attention to detail saved the day and made steady and continuous work possible in the shops. What is known as the Duxbak belting solved the problem and wiped out all the delays due to poor belts which had previously been experienced. Over 18,000 feet of this belting, some of it under the most trying conditions, has given the best results in every case. None of the adverse conditions affected the belting in any way and loss of time from this cause was eliminated in all the shops.

And while belting may seem like a small item in the building of the great Canal, it is not difficult to imagine the long delay and the increased expense if the shovels and locomotives had been compelled to lie idle day after day while ordinary belting was giving out, making it impossible to run the machines.

Patchwork House.

BY CLARISSA MACKIE.

(Copyright by American Press Association, 1911.)

"Yes, sir, I've got all my family around me," was one of Joshua Hal-

lam's familiar sayings when he was showing his house to a stranger. "Now, my oldest son, Hen, and his wife live in the north wing; Jim lives in the south wing with his family; Lucy's folks have that there wing stretching off back—they don't get much view, but Lucy's got two more rooms than some of the others—and my wife and me live in the middle."

"That's a very admirable arrangement," remarked the stranger, who happened this time to be the new minister, "and it shows a wonderfully harmonious family relationship."

"Yes, sir," said Joshua emphatically. "You see, the garden is all divided off



CAN YOU TALK?

into sections, and each one has his chicken houses and portion of the big barn. I certainly got all my folks around me," he called as the minister walked smilingly away.

He opened the gate and walked up the broad middle path that led to his own front door.

Within the warm sitting-room Mrs. Joshua Hallam rocked energetically to and fro before the "air tight" stove.

"What's the matter, ma? You look all upset," said Joshua, unwinding the muffler from his throat and tossing it with his cap on the table.

"Matter enough!" quavered Mrs. Hallam, laying the paper aside. "What you think Hen and Maria are going to do, Josh?"

"I don't know—not buy that second-hand autermobile Penfield offered them?

I'll go in and tell Hen what I think of that." Joshua opened the door to leave the room, but his wife caught him deftly by his flying coat-tails and dragged him back.

"It's worse than autermobiles," she said fiercely. "Listen while I tell you and see what you can make out of it. You know, Maria is all took up with them new people that bought the Frary place on the hill. She apes everything that the woman does and wears, and now she wants Hen to paint their part of the house red, like the Frary house. What do you think of that?"

Joshua scratched his head thoughtfully. "Why, they can't do that, ma, because I'm going to paint the hull house myself. It's going to be light green, with darker green trimmings. I've ordered the paint this very day. I'll go in and talk to Hen and Maria."

"That ain't all," went on Mrs. Hallam, with mournful triumph in her tone. "Susan and James was in here, and they laughed at painting the house red, and they said they wanted their wing painted yellow, with white trimmings, and Lucy she said she favored a cream color and she guessed she and Walter would paint their part that color. It's a dreadful mess all around."

"I shall put a stop to that," said Joshua, arising with dignity and switching his coat-tails beyond the reach of his wife's restraining hand. "This house has got to be painted one color or none at all. It's going to be light green."

Joshua Hallam passed through the hall and entered a transverse passageway that led to the north and south wings, where his sons dwelt in their respective homes.

His knock at Henry's door brought Mrs. Henry Hallam's generously proportioned form, snugly arrayed in the latest fashion, before his observant eye.

"Gee, Maria, I thought at first you was Mrs. Pierpoint Vanderaster!" he said jocosely as he sat down. "Where's Hen?"

"He went down to the village awhile ago. Said he'd be back before supper." Maria looked rather conscious as she

said this, and her expression was not lost upon her father-in-law.

"I just came up from the hardware store; it's a wonder I didn't see him," said Joshua heartily. "I been ordering paint for the house and it's just come. Dibble and his men are coming up tomorrow to begin."

"We thought we wouldn't have Dibble. Henry's engaged Jones to paint ours."

"He has!" exploded Joshua. "John Dibble's always painted this house ever since I've been in it, and I guess he's going to paint it now."

"Is he going to paint it pea green or red?" Maria's voice was icy cool.

"Light green—that's the color."

"Ours is going to be red," asserted Maria, with her most provoking smile, and because he had never quarreled with Maria and now did not know what to say Joshua shook his head angrily and went away.

His visit to the south wing was quite as unsatisfactory. Said Jim:

"Now, Susie, here, she's always wanted to live in a yellow house. When she was a girl, before she was married, she said she always planned that when she had a home of her own she'd have it yellow."

Susie nodded her head. "That's what I always said," she agreed heavily.

"Why is it none of you ever set up to say what you wanted before this?" snarled Joshua angrily. "I never heard no disagreement about living in this here green house when I give you a roof over your heads. I recollect Susie, here, saying she just liked green, it was so cool looking."

"I meant I liked yellow," said Susie stubbornly.

"Paint it yellow then," said Joshua, turning on his heels. "I shan't stop you. The house will look like a crazy patchwork—that's what it will!"

"My part's going to be cream color," said Lucy with decision when her irate father sought her gentle presence. "If Maria and Susan have had their choice I don't see why I can't have my part painted to suit me. Walter says he knows where he can get a lot of cream colored paint real cheap."

"What will this place look like?" thundered her father.

"It'll look real unique," said Lucy calmly as her father stamped back again through the crooked little passageway that led to his own part of the house.

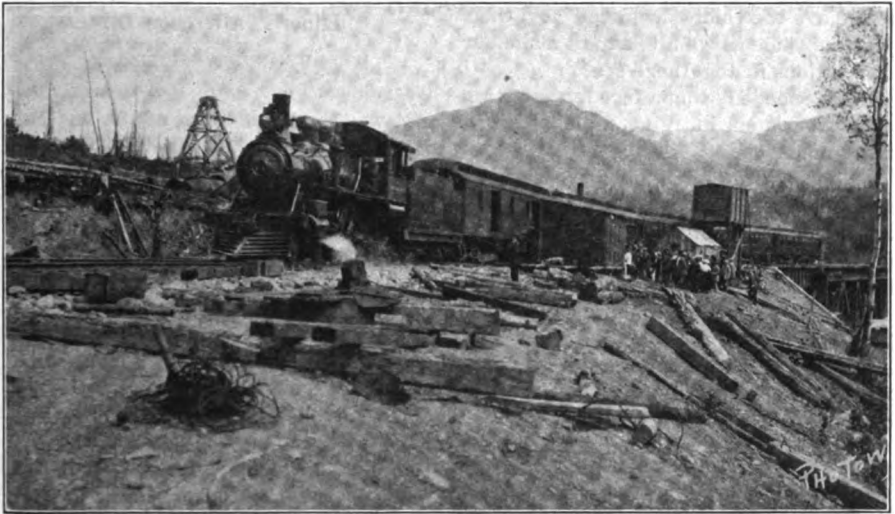
"They're crazy—every one of them," he said to his wife as they sat down to supper that night. "Let 'em paint their houses any old color they like. They'll be the laughing-stock of the village. As near as I can find out there's four painters coming tomorrow, and each gang is going to paint one of

ing the light green house, with its projecting wings of red and yellow and cream.

"It looks just like a salad," giggled Amy, tucking her hand in his arm. "There's green for lettuce, and red for beets, and yellow for hard boiled eggs, and cream for the dressing. I don't believe they know how funny it looks."

"Suppose you tell them, then," suggested Joshua grimly as he led the way into the house.

A half hour later Amy returned, still smiling. "I've told them it looks like a salad," she said, "and I believe they



FIRST PASSENGER TRAIN AT SKEENA CROSSING, B. C., OVER GRAND TRUNK PACIFIC, JULY 7, 1912.

—Courtesy Bro. L. Marcotte, Div. 758.

the wings. Well, ours will be light green."

At that moment Maria was telling Henry that she was glad theirs was to be red, and Jim and Susan were telling their painter they wanted a bright golden yellow, and Walter Pratt had told Lucy that he had secured the bargain in cream color.

Late the next afternoon Lucy's young daughter, Amy, stood by the front gate as her grandfather came through. She was a pretty girl, with flying yellow curls and blue eyes. Now her cheeks were dimpling with laughter.

"Doesn't it look funny, grandfather?" she cried.

"Does it?" he asked gloomily, survey-

ing it, but they don't seem to know what to do. Mother cried and said she would never have thought of having hers different if Aunt Maria hadn't decided on red. Aunt Sue said she thought red and yellow was niggery, and Aunt Maria"—Amy paused and stifled a disrespectful laugh.

"What'd Maria say?" asked Joshua hopefully.

"She didn't say anything, but she threw a book at the cat and then got mad because the pages were torn. She didn't hit the cat."

"Just like Maria to get peevish because she couldn't hit the cat," murmured Mrs. Hallam tearfully.

"I got an idea," said Joshua happily.

"You call all the folks in here, Amy; tell 'em I got something to say."

When they were gathered, Hen and Maria, Jim and Susan, and Lucy and Walter, Joshua Hallam surveyed them benevolently over his spectacles.

"Children, Amy here says the house looks like a salad. This won't do. We're the laughing stock of Little River tonight. Now, we're a patchwork family somehow. Each one of us goes to make up the hull quilt—see? If we don't agree the quilt's going to be a crazy one, with all sorts of clashing colors—same as this house. Now, if we're going to have a patchwork house, let's have the colors look well together, just the same as we all have to make our dispositions fit together—see?"

They nodded shamefacedly, seeking each other's encouraging smile with furtive glances.

"Suppose we get Dibble and Jones and the rest of them to figure on painting the house and let them bring in all the colors each one wants—see? They can fix the colors in different places so they'll look all right. There's the main body of the house and wings one color."

"Pea green," murmured his children with one accord. Joshua bowed appreciatively.

"And there's the trimmings and the blinds and the roof and the chimneys. Why, I do believe it'll be the handsomest house in Little River. What do you say?"

Their assent was unanimous.

"Now, all of you set down and have supper with ma and me," commanded Joshua, rattling in the cupboard for cups and plates. "I guess there's enough to eat."

"Shall I make a salad?" asked Amy mischievously. "There's plenty of paint left!"

The above is a good illustration of wasted energy through selfishly failing to consider the rights of others, quarreling over little things, and destroying the power for good as well as happiness.—EDITOR.

My Dog.

The curate thinks you have no soul;
I know that he has none. But you,

Dear friend, whose solemn self-control
In our four-square, familiar pew
Was pattern to my youth—whose bark
Called me in summer dawns to rove—
Have you gone down into the dark
Where none is welcome—none may love?
I will not think those good brown eyes
Have spent their light of truth so soon;
But in some canine paradise
Your wrath, I know, rebukes the moon,
And quarters every plain and hill,
Seeking his master. . . . As for me
This prayer, at least, the gods fulfill,
That when I pass the flood, and see
Old Charon by the Stygian coast
Take toll of all the shades who land,
Your little faithful barking ghost
May leap to lick my phantom hand.

—*London Weekly.*

Elinor's Afternoon Off.

BY CECILY ALLEN.

(Copyrighted, 1908, by Associated Literary Press.)

It was the proud boast of Mr. and Mrs. James Regan that their flower-like daughter, Elinor, had never set foot in that plebeian vehicle, a trolley car.

To be sure, there had been a time when James Regan would have welcomed the chance to drive one of the good old-fashioned street cars, but those days belonged in the dark ages of Regan family history along with the momentous Sunday when that same flower-like daughter had been christened plain Mary Ellen.

Today, thanks to a pocket of gold in the Sierras and a few lucky speculations made possible by those same glittering pockets, the fair Elinor had at her disposal a variety of private vehicles, from a tiny electric runabout to a sixty-horse-power touring car, from a smart trap on their Long Island estate to a correctly equipped victoria for her daily drive in Central park.

The men who were glad to ride beside the girl in motor car or trap were equally glad to acknowledge their friendship with the blunt, shrewd Irish capitalist, for, though the Regans were counted among the newest of the newly rich, they were not of them.

A strain of royal blood had surely filtered through the dark ages of Regan family history, for both generations took to the newly found luxury as ducks had taken to the mudholes behind their cabin in the Sierras.

From the moment they had come East Elinor had been surrounded by irreproachable governesses, companions and chaperons. Her comings and goings had always been attended by chauffeur or footman or groom. And there had been times when, watching other girls flit fearlessly and unattended from ferry to trolley car, she had felt an odd twinge of envy.

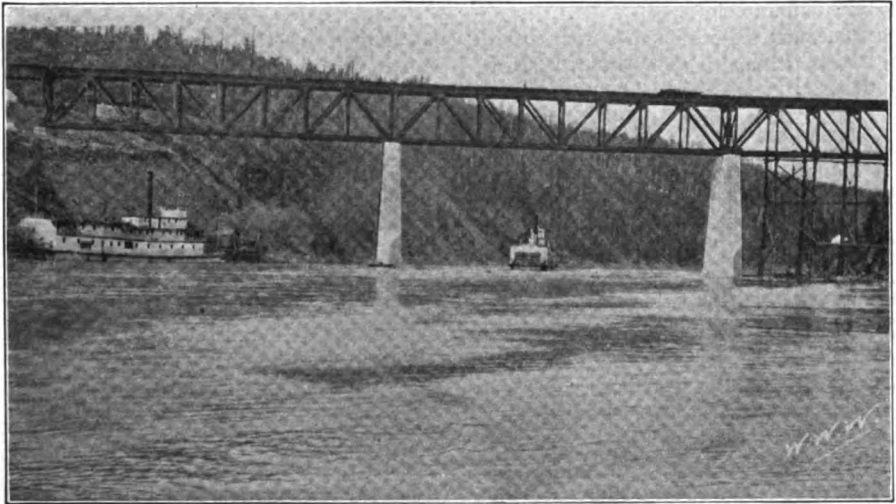
Some things of life she had missed, and this something was vaguely represented by the trolleys in which she had never ridden, the city streets on which she never set foot unattended. Even more vague was her feeling that some-

All this to explain why Elinor Regan's eyes fairly danced when she stepped from the door of the ferry-house and reviewed the long line of public vehicles. Beldon, the punctilious, was nowhere in sight.

Elinor's companion, Miss Greenleaf, was young, but keenly alive to her duties and very anxious to retain her pleasant and lucrative position.

"Something must have happened. I am sure I worded the telegram very carefully. Shall I call a hansom or an electric cab?"

Elinor shook her head.



GRAND TRUNK PACIFIC BRIDGE OVER THE SKEENA RIVER, B. C.—Courtesy Bro. L. Marcotte, Div. 753.

how her doting father had not quite played fair with her about Reginald Schuyler.

It meant something, of course, to marry into one of the old Knickerbocker families. Schuyler always let her realize this fact. He allowed his blue blood, which showed little enough in his pallid face and deep ringed eyes, to do his wooing.

The other man—he was, like themselves, new as to wealth, fresh and vigorous in every vein—he might have been so different if given half a chance. Sometimes she wanted to give him the chance. Sometimes she wanted to please her father. And neither of the two men in the case nor her father dreamed of the vague unrest in the girl's heart.

"I've heard you can get smallpox riding in public vehicles. Don't they use them for funerals and that sort of thing?"

She was watching her companion from the tail of her eye and wondering just how far she might go.

Miss Greenleaf looked worried.

"Perhaps I had best telephone to the house."

"Oh, no," interrupted Elinor quickly. "We can reach home by trolley while they are sending down the car for us."

Miss Greenleaf hesitated—and was lost. A few seconds later she was swept, golf clubs and bags, into a cross-town car. It was crowded with suburban women bound for the shopping district. Elinor swung blithely from a

strap and enjoyed Miss Greenleaf's discomforture.

"If Mr. Regan ever hears of this!" thought the worried companion. And just then they alighted to change cars. Evidently there was a delay far down the street, for the two women stood some minutes on the corner, and then Elinor spied a drug store whose windows were filled with garish advertisements, beyond which loomed a soda fountain. Miss Greenleaf never knew just how it happened, but she found herself, feebly protesting, before a mahogany topped table which a white-coated boy mopped up with a damp cloth.

"Chocolate ice-cream soda for both of us," was Elinor's calm order. "Now, don't scold, dear," she added to her companion. "Even our maids have an afternoon off. Why not their mistress? I'm having the time of my life."

The white-coated lad studied his stunningly gowned customers with profound interest. Never before had a young woman asked him to put 5 cents' worth more of ice-cream into her soda. Then she had asked her companion, now entering into the spirit of the thing, whether she would have more soda or more ice-cream. She might spend 5 cents more!

"Gee," said the boy as he dipped out the extra cream, "they act like two kids on a lark!"

As they sallied forth once more Elinor clutched her companion's arm.

"Let's make an afternoon of it, Miss Greenleaf. I've never, never ridden in the subway—please."

Something in the girl's tones made Miss Greenleaf turn suddenly reckless.

"We will, we will," and then she added under her breath, "if I lose my place for it."

In the subway Elinor turned a trifle serious. The noise, the confusion, the shouts of the guards, the crowding of the mob bound for a ball game, the flashing white pillars beyond the open windows—and this was how the girls who worked for their living rode back and forth each day. She thought of her trap and her runabout, her victoria and her touring car, and then she studied the faces of

the women around her. A man had risen instantly on her entrance, and she had sunk behind a row of newspapers. But there were other women, older women, more plainly dressed women and more tired looking women, who swung from straps.

She leaned forward and peered around the screen of afternoon papers. Oh, that tired looking woman with gray hair and arms filled with bundles, who clutched desperately at a strap and swayed resignedly with the movement of the car! Elinor half rose in her place to offer the tired woman her seat, and then she sank back. Behind the screening newspaper directly in front of the tired woman she had caught sight of a face, a face she knew, Reginald Schuyler's.

And that man behind the paper was the real Reginald Schuyler, who could sit behind a paper while a tired woman swayed before him!

Elinor did not reason consecutively or logically. She had simply a vague feeling that if ever she became less radiant, less charming than she was today, Reginald Schuyler was not the man who would forgive her defects. Reginald Schuyler would be a delightful companion so long as no sacrifice was demanded of him.

It was a subdued Elinor who a few stations farther along signaled to Miss Greenleaf that she had had enough of the subway. She slipped out of the car in dread fear that Schuyler might lay down his paper and see her.

Once more in the fresh air, she bade Miss Greenleaf hail a passing taxicab. Miss Greenleaf laid the girl's sudden quiet to the foul air in the subway and berated herself for yielding to her charge's nonsensical scheme.

That evening James Regan felt that never before had he fully appreciated his daughter's beauty and charm. She was so wondrous tender and womanly as they sat alone in his "den."

"Daddy," she whispered, her arms crossed on his knee, her face uplifted to his—"Daddy," she repeated very softly, "if I were to ask you to buy the crown jewels of Patrovia or some other tiny kingdom for me to wear you'd get them, wouldn't you?"

Her father nodded and smiled down on her.

"And if I wanted to buy a prince and a palace I could have them?"

Regan frowned. He hated monarchical institutions. Then he smiled and patted her head. "I guess, yes—sure," he said.

"Or a new sort of orchid—and you'd send to the heart of Africa for it?"

"Now, what are you driving at, Elinor, girl?" demanded her father, his shrewd eyes twinkling.

Elinor flushed beautifully and gripped both his hands in hers.

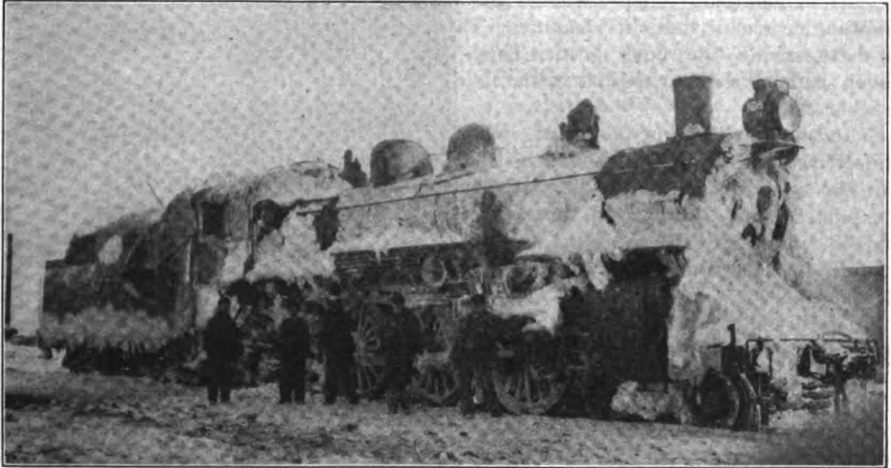
For Jack Boardman was—the other man!

Milton's Mothers.

BY W. F. BRYAN.

(Copyrighted, 1907, by E. C. Parcells.)

Bess gazed through the open window, out past the school yard with its well beaten earth, trampled hard and smooth by the play of generations of children, through the orchards, now pink and white with the promises of fruition, down to where the river wound its silvery length between green banks and tiny islands.



GRAND TRUNK PACIFIC ENGINE NO. 1108, TRANSCONTINENTAL EXPRESS, as it appeared on arrival at Biggar, Saskatchewan, Can., H. H. Jentz, engineer, D. McDonald, Lodge 442, fireman.—Courtesy Bro. H. H. J., Div. 796.

"Such a little thing, daddy—and it will cost you just 5 cents."

The old man turned serious.

"Out with it, darling."

"I—want—you—to telephone Jack Boardman to spend the week end with us at Grey Towers."

For a few seconds silence reigned in the high ceiled room. Then Regan laid his hand tenderly on her bright hair.

"Elinor, if you want that more than anything in the world"—

He hesitated, and the girl said softly, "More than anything in all the world, daddy."

The man flung back his shoulders and said firmly:

"Then I'll phone him now, before I change my mind."

It would be hard to give it all up, and yet before her on the desk was the formal communication from the school board of Milton township notifying her that her services would not be required during the ensuing term.

The note was cold and formal, but for weeks past she had known of the battle being waged against her. The only objection was her age, but every mother with a marriageable daughter or son had urged this objection upon the school board. Milton township was not overwell stocked with young men, and this girl from the city, with her self-possessed ways, her stylish clothes and her bright face, constituted a menace to the mothers.

For once they united in a common

cause and urged Bess's removal. The dimple in her chin, the soft color of her cheeks, the laughing brown eyes, the rippling hair and the delicious curves of her throat each constituted an objection that found common expression in the cry that she was too young to manage the young men who formed the upper class in the winter term.

"There's Jed Stroughton," urged Mandy Mills. "Why, he's two years older'n she be. And him trottin' over to her house every evenin' t' get help with his Latin! What does the boy want of Latin anyhow? Of course it was the teacher he wanted. When I was a girl and taught school, you c'n remember I used to whale the boys good. They never had a chance to flirt with th' teacher then."

Si Judson, chairman of the board, told himself that that was in part responsible for her continuation in a single state of blessedness, but Mandy was the sister of the editor of the *Banner*, and Si wanted to be town clerk at the next election.

So each of the other members had been approached, and the result was the letter that lay on the desk in front of the girl. Had she been re-engaged she might have spent the summer in Milton. Now she must go back to the hot city and haunt the teachers' agencies until something else offered for the coming year.

Slowly she rose to her feet and went to the door. At the threshold she paused a moment and looked around. Her eyes filled as her glance swept the empty benches and the ghastly white walls with the faded maps. She had been happy here in Milton. She was looking at her schoolroom for the last time.

She slipped across the road to Judson's house and delivered the keys into the keeping of the grim-faced Mrs. Judson.

"I should like to say goodbye to Mr. Judson," she faltered. "He has been very kind to me this winter."

"I sent him over to the Center," his mother said stiffly. "Si ain't got no call to be gaddin' about with young girls. 'Tain't decent."



IOWA STATE LEGISLATIVE BOARD, B. OF L. E.

First row—W. H. Mauld, G. A. Tallman, G. A. Goodwin, M. D. Densmore, J. Rolleston, B. B. Valentine, J. F. Mulken, F. D. Glenn, E. E. Alder.
Second—Wm. Schaetzle, W. A. Wallace, W. C. Post, J. E. Craven, E. S. Pritchard, C. M. Stanton, F. E. Rogers, W. J. Morris, G. H. Dawson, T. McCardle, H. N. Hullison.
Third—L. Breitenbucher, J. Hiney, L. Krull, W. Devia, Sec. Treas., J. F. Hughes, Chr., G. Finneum, V. Chr., J. D. Benjamin, F. Bridenstine, C. E. Turner, W. D. Tidball.

She closed the door with a nice shade of emphasis that just avoided a positive slam, and Bess turned away toward the river. She loved the river. It was both companion and comforter, and as she reached the bank she sank into a little nook formed by a screen of bushes, and the tears that had been sternly repressed all day flowed unchecked.

When she had first come she had looked forward to the long summer days which she would spend by the river. Then she had been full of enthusiasm, and there was no question in her mind as to her continuance in the position. Now, just as the river seemed at its best, she was going back to the city. She recalled with a shudder her struggles of the year before. Her father had died just after she had graduated from college. When the small estate was settled it was found that he had lived up to every penny of his income. There was just enough left to pay his outstanding debts and leave a couple of hundred dollars for the girl. The half of this had gone for board while she sought a position. The rest, together with her small savings, must go this year. She had commenced the drudgery of life. She could meet it bravely, but it tore her heart to leave the river and the country that she loved so well.

She should see the river in town, she knew, a broad, silent stream, covered with shipping and discolored by the tides and refuse. It would be a gray ghost of her old friend, a tantalizing reminder of the river she had lost. She was still sobbing when a sharp staccato bark resounded and a small terrier bounded into view.]

Bess rubbed her eyes confusedly. The dog was fawning upon her in a very paroxysm of joy. Surely it would not be Tony, and yet—on the glistening collar plate she read the name. "I am James Harvey's Tony. Tell him he's lost me." Tony was a ghost from her other life, and she threw her arms about his wiry little neck and buried her head upon his shoulder.

James Harvey, coming softly up to see what game the dog had tracked, paused a moment to contemplate the picture.

Another instant he had sprung forward.

"Where did you drop from, Bess?" he demanded. "I have been searching the four corners of the globe for you."

"I have been right here," she said steadily as she offered a cool, soft hand. "I had to do something, so I decided to put to use my only talent. I am—er, rather have been—the teacher of district 4."

"And the terror of every mother, with a son or daughter of marriageable age," he completed, with a laugh. "I have been hearing about you, but 'the teacher,' never Miss Mayo."

"They are all wrong," she cried bitterly. "I did not want their sons, nor to disappoint their daughters. I just wanted to be left alone to earn my living, and they would not do it."

"I understand," he said gently. "I studied in old school 4 myself when I was a shaver. This is my home town, you know."

"You came from Milton?" she asked. "Somehow I thought you had been born in the city."

"I am a traitorous son," he laughed. "This is my first visit here since I left for college. I have bought up the Milton pulp mill and am going to settle down here for the summer. I suppose you realize that you are a trespasser on my land this very minute?"

"It won't be for long," she smiled sadly, "I am leaving for town in the morning to find a school for next year."

"Why not stay here?" he urged. "Bess, you must know that I love you, dear. I felt I ought to wait until you left Bryn Mawr before I spoke, but I thought you understood."

Scarlet flooded her face. She had thought she understood, but when the crash came Harvey had given no sign.

"I was in Europe when your father died," he went on. "I was on a pedestrian excursion, and word did not reach me until well toward the end of summer. Then I hurried home, and you had left no trace. May I say now what was in my heart then? Will you marry me, dear?"

She restrained her impulse to yield.

"It is not because you are sorry that I have lost the position?" she demanded.

"It's not a question of sympathy," he said. "It is love—love that was born long ago."

"Do you know," she said pensively, "I was trying to realize what it would mean to go back to the city and leave the river behind? I have grown very fond of the river, Jim."

He took her in his arms with a happy laugh. He was familiar with her oddity of expression and knew that, while she spoke of the river, there was a deeper reason.

"Now let the alarmed mothers set their minds at rest," he said as he settled himself with his arm about her. "A most dangerous person has been made harmless by Dan Cupid. I think I am a public benefactor to Milton."

"You are more than that to me," she whispered contentedly as, with her head against his shoulder, she looked out across the silvery blue water and realized that through it she had found peace and the man she loved.

Would Have Her Own Way.

They were alone in the controversy. He turned to her, his voice was low, but passionate.

"You know," he said, "why I have asked you to come here. Will you be my wife?"

She looked at him intently.

"No," she answered, and she uttered the monosyllable as if she loved it.

No doubt she expected him to reel and clutch at something, but he did nothing of the sort.

"Very well," he briskly said, "that's all I want to know. Shall we go in and finish our dance?"

She stared at him in wonder.

"Are—aren't you hurt by my refusal? Don't you intend to do something desperate?"

"Desperate! Certainly not! Unless you call tackling the lobster salad desperate."

Her pride was sorely wounded.

She had meant to hurt him. It would have been a proof of her power. Now she hungered for revenge. There was only one way to get even with him.

"George," she said, "I have reconsidered my decision. I will be your wife."

Then the two scrawny rubber plants and the three yellow palms quivered with suppressed laughter.

Stones That Seek Company.

"Traveling stones," from the size of a pea to six inches in diameter, are found in Nevada. When distributed on a floor or other level surface, within two or three feet of one another, they immediately begin to travel toward a common center, and there lie huddled like a clutch of eggs in a nest. A single stone removed to a distance of 3½ feet, upon being released, at once started with wonderful and somewhat comical celerity to join its fellows.

These queer stones are found in a region that is comparatively level and little more than a bare rock. Scattered over this barren region are little basins, from a few feet to a rod or two in diameter, and it is in the bottom of these that the rolling stones are found.

The cause for the strange conduct of these stones is doubtless to be found in the material of which they are composed, which appears to be loadstone or magnetic iron ore.—*Brookfield Gazette*.

A Heroic Dog.

Near the Hospice of St. Bernard, Switzerland, is a monument to Barry, one of the dogs, which always interests tourists. This animal died some years ago, and a writer in the *Wide World Magazine* tells his story: "During the ten years he was at the hospice he saved the lives of 40 persons who had lost their way in the snow. On one occasion he found a child ten years old lying in the snow under the influence of the fatal slumber which precedes death. The dog warmed the child with its breath and then roused it from sleep by licking it. This much accomplished, Barry by lying down on its side gave the child an obvious invitation to get upon its back and ride. The child did so and was carried to a monastery. Barry was killed by some unknown person, probably in mistake." The inscription on the monument is: "Barry, the Heroic. Saved the Lives of Forty Persons and was Killed by the Forty-first."

The Florida Union Meeting.

The Southern Territory union meeting to be held in Jacksonville, Fla., April 23 to 26, gave incentive to send us the illustrations accompanying this article, descriptive of what is to be seen and some of the things to be participated in, written by Brother R. M. Sparkman, chairman committee on arrangements.—EDITOR.

When the Brotherhood of Locomotive Engineers and its Auxiliary of splendid women from every section of the United States and Canada meet in Jacksonville

lantic Ocean. In one hour and a half after leaving the city one may be attired in a bathing-suit and enjoying a salt-water bath. The city lies on the banks of the broad and beautiful St. John's river, upon which the winter tourists enjoy the warm sunny days in pleasure boats, and such trips will, no doubt, constitute part of the pleasure program for the visitors.

The city is famous for beautiful parks. Riverside Park, in the suburb of that name, southwest from the business center, and Springfield Park, also in the suburb of the same name, north of the



ARAGON HOTEL, HEADQUARTERS UNION MEETING, JACKSONVILLE, FLA.

for their great annual union meeting the pilots of the locomotive will be welcomed by a citizenship unsurpassed for hospitality to strangers to one of the most beautiful cities of the entire country.

Although business is the principal matter on the program of the meeting, pleasure will by no means be overlooked by the local committees, and the metropolis of the "Land of Flowers" is so situated and so fortunate as to be able to combine business with pleasure and beauty. The city is one of progress, as shown by the rapid development that has been made since the city was destroyed by fire in 1901.

Jacksonville is 18 miles from the At-

business district, are among the most beautiful. The most famous, perhaps, is Hemming Park, directly in the center of the business section, faced on one side by the beautiful Windsor hotel, and on the other by the great St. James building, erected by Cohen Brothers. This department store is one of the largest south of New York City.

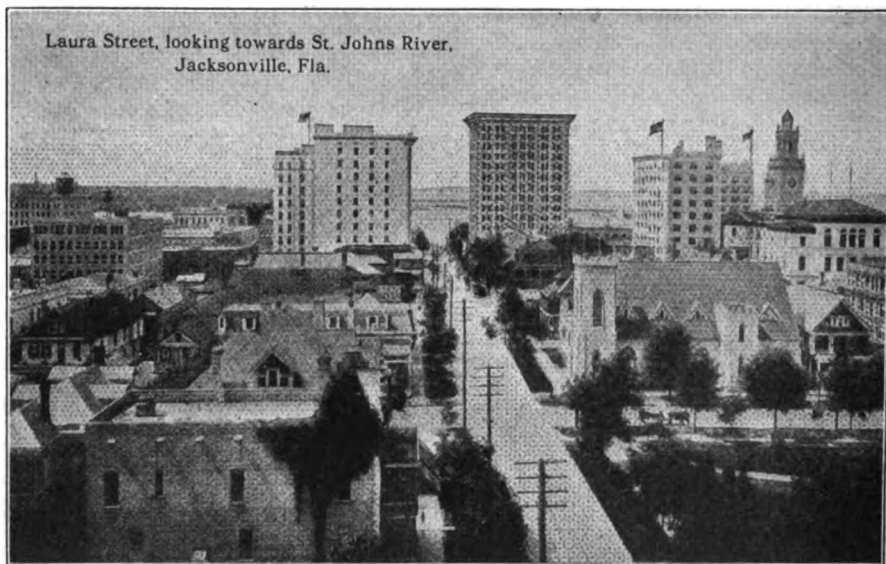
The next place at which the engineers will gather to renew acquaintances is noted for its cleanliness. Twelve years ago the city was burned to the ground with the exception of a few sparsely populated suburbs. Since that time a city twice as large has sprung from the ashes, and the population has more than

doubled. Jacksonville has sometimes been called the "spotless town," not only because special attention has been given by the city authorities to make it attractive to the many visitors, but also because the entire city is newly built.

Though the city was but a heap of ashes a short time ago, it is now one of many tall buildings, and the "skyscraper" boom is in its height of enthusiasm at the present time. Real estate is going up in leaps and bounds, and the farmers who were once considered to be far beyond the limits of the city have long since

teresting to learn how the feathers are removed from the big, awkward birds, and made into beautiful creations that deck the Easter hats of the ladies. Alligators are raised also, and it is always interesting to see the trained herds perform.

Ortega is another very pretty park. It is about six miles from the heart of the city, but can be approached by electric cars, as is also the case with the Ostrich Farm. Ortega does not offer the amusement features such as are offered at the home of the ostriches, as it is more upon the order of a delightful picnicking place,



sold their little farms, that they might be transferred into city blocks, and have gone farther out to plant their crops.

Jacksonville prides itself on the fineness of its streets and the beauty of suburban and country drives, which wind about under great magnolia trees, large oaks laden with southern moss, and by the shore of the river where ferns, palmettoes and palms wave in breezes that never die. One of the most attractive drives winds a belt about the entire city and passes by the Florida Ostrich Farm.

Few people come to the city and leave without taking a trip to this far-famed resort. There, ostriches are raised, and some of them have been trained and can be ridden and driven as horses. It is in-

where a comfortable-looking bungalow colony is beginning to thrive, near the banks of the St. John's.

Visitors are interested in hotels. Justly so, as the matter of obtaining a comfortable and also reasonable place in a town thronged with conventionists is certainly worthy of some consideration. Naturally, being a tourist city, Jacksonville has an unusual number of good hostleries. But the hotel men boast that it has never been their policy to take advantage of those who come there to forsake the cold winter of the North. Rates to suit every one, and accommodation for all of the engineers, will be found readily with the assistance of the able local committees.

The Aragon hotel, under the management of William Foor, one block from the postoffice, in the center of the city, will be headquarters of the union meeting. There the members will report immediately upon arrival and register, receive their badges, and such information as may be required of the information bureau, which will be able to give any directions that may be of value to strangers. A list of all hotels will also be provided.

The city has a large number of clubs, and the members are the real kind. "Hello Bills" are much in evidence,

asked the help of every citizen in accomplishing the purpose.

One of the features of the trip will be the voyage to Cuba. It is the wish of almost everyone to take a jaunt to the foreign land that is so close to their own country. Many letters have been received asking about the trip to Key West and the steamer accommodations at the sailing point. The party will arrive at Key West on the morning after leaving Jacksonville, will go on board immediately, where a delightful breakfast will be served. The members will leave here for Key West at 8 a. m., April 27.



Forsythe Street, looking West, Jacksonville, Fla.

and the Elks are a live band that will not hesitate to make one thoroughly "at home." Secret orders and fraternities will join in to "make things lively," and one of the most progressive boards of trade will be one of the chief entertainers.

Special attention will be given to the women, who by their efforts have helped to make the organization's influence felt throughout the entire continent. The women of the city will do all in their power to make their Sisters feel that their time in Jacksonville has been well spent.

The local committees in Jacksonville have left no stone unturned to pave the way for a profitable meeting, and have

Hundreds of people flock to Florida every winter to make this trip to Cuba. It will be very hard indeed to visit a more interesting place. The ride to Key West will also have its attractions. If it is possible to make the return to Jacksonville in the daytime, the orange groves on each side of the railroad tracks in many places will prove an unusual sight to the greater number of the pleasure seekers. The tropical scenery will also prove to be of interest.

The Weaver's Knot.

BY FRANK H. SWEET.

(Copyright, 1906, by Frank H. Sweet.)

"Oh, dear! I can't do it, I can't. I've been tryin' a whole week now, an' I ain't

no nearer than when I started. I might as well give up tryin' an' go back. 'Tain't in me."

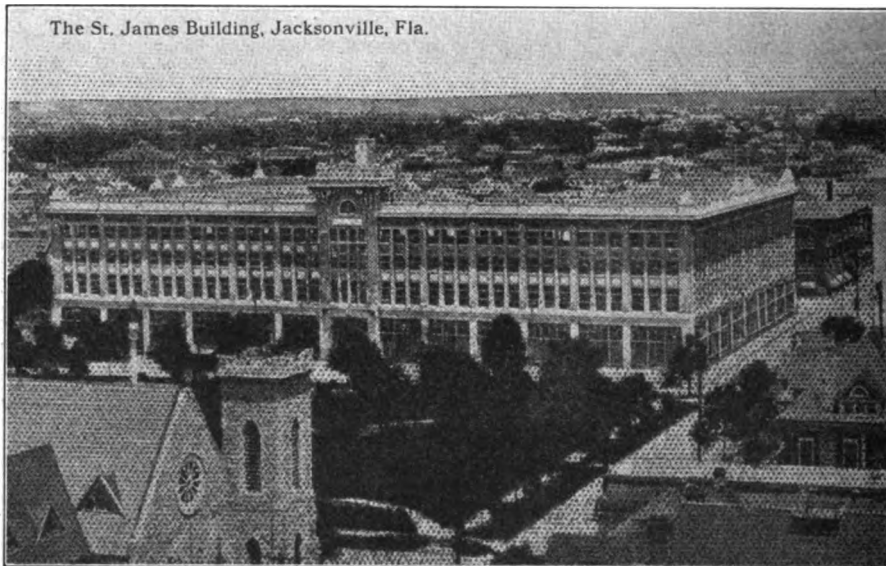
There was a pitiful despair in the speaker's voice, and the long, lean face looked so woebegone as to be almost grotesque. But the eyes were beautiful—beautiful and pathetic, like the ox's when overworked or the mountain pheasant's when caged and brought from its solitudes—large, full orbbed, lustrous eyes, looking out with frightened uncertainty upon new things. Josie glanced into them and checked the laugh which had bubbled as far as her lips, for the cause

yours'll wear very smooth in time."

"I don't know," skeptically. "My fingers are pretty nigh big's your wrist an' 'bout as chunked. I ain't a bit o' finger tips, an' they're what tie the knots. Mine's been all roughed up choppin' down trees in the woods an' handlin' the goad drivin' cattle an' peelin' tanbark an' things like that. The inside o' my hands is almost hard's a bone. I don't believe they can ever git soft ag'in, to have feelin' like yours. I ought to 'a' stayed back in the woods."

"But you said you couldn't earn over a dollar a week there at most," reminded

The St. James Building, Jacksonville, Fla.



of the despair was only the tying of a weaver's knot.

"Oh, well, Melindy," she said reassuringly, "I guess you'll get it all right in time. Most weavers have trouble at first. I know I did. That knot's the hardest kind in the world till you learn how; then it's the easiest. See?" And she passed her fingers across a thread, apparently just touching it, and there was a knot. Melindy looked on admiringly, despairingly.

"It's the fingers," she declared drearily. "Yours is soft an' smooth an' long, an' mine"—She held up her big, toil-worn hands as more eloquent than words, and Josie nodded an assent.

"Yes, fingers help," she agreed, "but

Josie, "and here you can make five or six after you learn how to weave. I'm making that now and sometimes more. You want to do a lot of things for the brothers and sisters you've been telling me about and for your sick mother. If you give up, you'll have to give that up too."

"If there was a chanct, the least bit of a chanct, I'd never give up," said Melindy, a flush coming to her lean face, "but I can't see's there is. Pap an' me once chopped in the woods all winter to pay a sickness bill o' ma's, an' I worked jest as long every day as he did an' got the meals, an' we didn't give up till every last cent was paid. Our folks don't give up. That's why I've stuck to

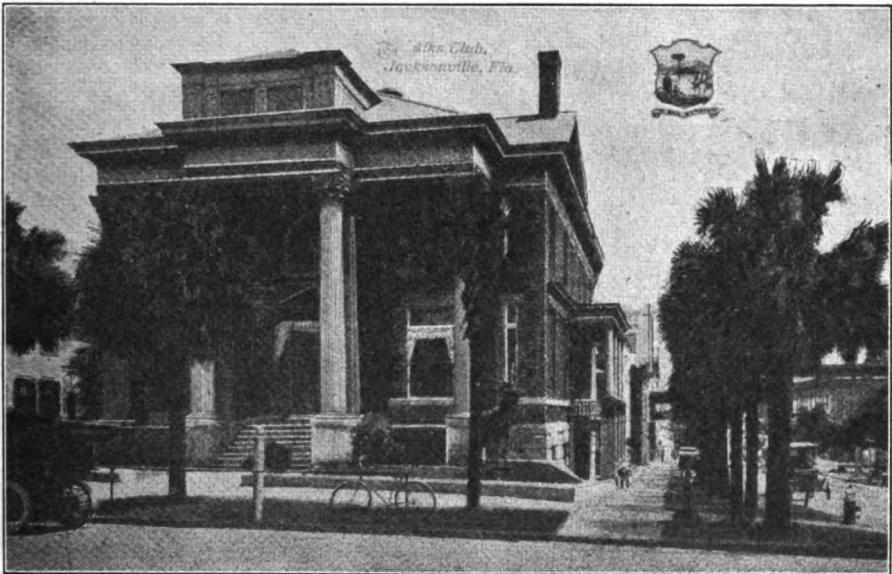
this knot a whole week, when I knew it wan't no use at the end of the first day. It's jest wastin' your time an' my time, an' the only thing is for me to go back home."

There was no break in the voice now, but Josie felt vaguely that a tragedy lay behind the words, deeper than she could understand. Involuntarily her hand fell upon the big, rough one softly.

"Just you try it a few more days, Melindy," she advised. "Folks never know what they can do till it comes. They think they can't, and it's no use, and they won't try any more, and then

into the woods I shan't ever come out ag'in. I shan't dast. It'll be choppin' wood an' strippin' tanbark all the rest o' my life, an' I hate it, I hate it!" her voice becoming bitter. "It's so—so little when there's so much I want to do. But it'll have to come. I'm willin' to try that knot another week or so longer, Josie, since you want me to, but it's time wasted."

The cotton mill was a small affair, built many years before and still wholly dependent upon its water wheel for power. Its help was almost as crude as its motive force, being drawn mainly



THE ELKS CLUB, JACKSONVILLE, FLA.

all at once their eyes are opened, and they find they can. If I were you, Melindy, I wouldn't give up a weaver's knot after just one week. It ain't so hard as learning a crow to sing, and I was four months getting to that first tune. And I'm not thinking of stopping yet. And, Melindy," hesitating a little and looking her companion inquiringly in the face, "I guess this means a good deal to you, more than just the work and the dollars."

Melindy turned her face away, but not before Josie saw in the depths of the big, patient eyes a frightened shadow.

"Yes, it means a good deal," slowly, "a good deal—everything. If I go back

from the wild country in back and learning here inadequately upon the very machines they were later to use. In each department a few experienced operators had been brought up from the more concentrated mill section below, and these few were expected to show new hands about the work in addition to running machines. Josie Brock was one of these operators in the weave shop and Melindy Weeks perhaps the crudest of all the new hands. But then Melindy Weeks had come from the wildest of the back country, walking 35 miles with her baggage tied up in a newspaper.

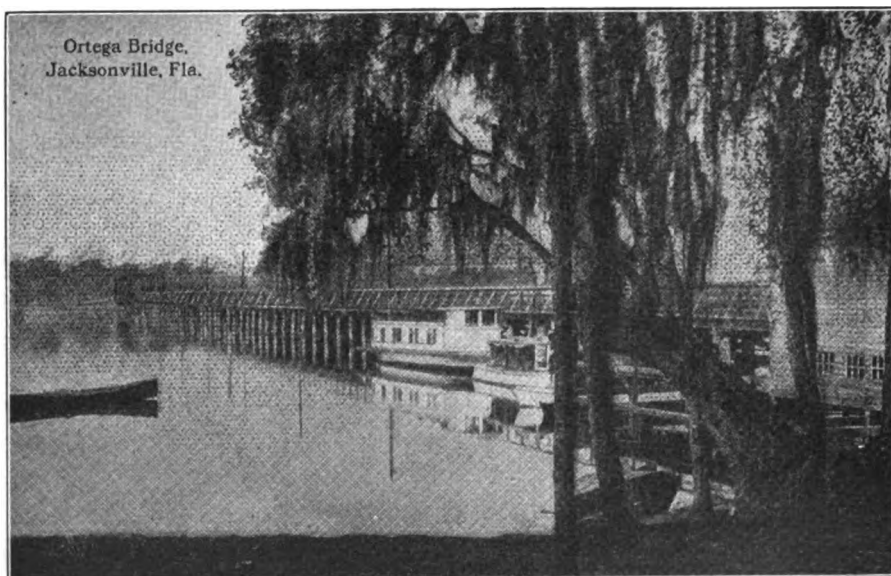
The water supply was a small stream as inefficient as the rest of the mill outfit.

During seven months of the year it did all that could be asked, and the mill ran full time, but through the other five, when little rain fell and there was no snow to melt, the stream often shrank to a tiny thread, and then the great water wheel ceased to revolve until the stream rose a few inches, when it would start again and run for an hour or so and then stop for the water once more to rise.

During Melindy's first week the mill had made full time, for there had been rains, but the day after her talk with Josie this temporary supply became exhausted,

like that," returned Melindy, "so if we stop I guess I'll go out an' look round some."

So at 2 o'clock, when, as Josie had predicted, the machinery began to go slower and slower and finally stopped with the necessary shutting off of the vanishing power, Melindy took her hat and went out. But instead of looking around the village, as she had first thought, her steps took her naturally up the stream toward the woods. She had been away from them a whole week. In a few minutes she had vanished among the foliage.



and the stream commenced to shrink. When they went out to dinner, Josie cast an anxious glance at two sandbars which were beginning to show in the middle of the stream.

"When the sandbars run together," she said to Melindy, "the water 'll be too low to move the wheel, and then we'll have to stop. And from the way the bars look now it'll be by 2 o'clock. We'll likely stay shut down till 5 or so, then startup and run an hour or two in the evening to help make up. It's likely to be that way right along now until another rain. Well, I'll bring in some crochet work to help fill in time, but I guess my \$6 this week won't be over \$4.

"I can't do crochet work an' things

An hour later she came hurrying back, an odd look of interest in her face.

"Where can I find a shovel?" she asked the yardman.

He jerked his thumb toward a small building. "In the tool house there, I guess," he answered. "Found some wild posies ye want to take up, eh? Well, wipe the shovel off dry when ye're through an' put it back just where ye find it."

Melindy nodded and went on to the tool house, from which she presently emerged with a long-handled spade.

At half past 4 one of the owners and the superintendent were walking on the dam watching the water. It had risen about three inches.

"Not much show for more than an hour's work, I think," said the superintendent.

"I'm afraid so. In the end we shall have to put in steam power, I suppose, though that will be more expensive than our little mill warrants."

They walked on to the end of the dam and leaned against the log frame of the water gate. Fifteen minutes passed. Then the superintendent uttered a wondering exclamation and leaned forward, peering down at the water.

"Great Scott," he exclaimed, "four inches of water since we've been stand-

"How's the water comin' on?" she asked affably.

"Fine," he smiled, "but I cannot understand the reason, only the result. I hope it will keep on like this for awhile."

"It'll keep on pretty well, but not like this," she answered in a matter of fact voice. "I guess the water 'll come down 'bout twice as fast as it did before, an' it'll come pretty steady."

He looked at her in amazement.

"What, you know where it comes from?" he exclaimed.

"Yes, it's just a pond I tapped," she answered. "I was lookin' for lilies an'

Main Street, showing Palmetto Avenue, Jacksonville, Fla.



ing here! That's seven inches and plenty enough to keep us going till 9 o'clock. And look yonder up the stream! There's a regular freshet coming down! What's it mean, anyhow? There isn't a cloud in the sky, so it isn't a cloudburst. But never mind, though. I know what it means," hastily. "It means a full day's work for tomorrow and the next day and maybe for the next. Excuse me, now, sir. You can stay and watch the phenomenon if you like. I must run and get that mill started."

Twenty minutes later the owner was still standing there, beaming, but perplexed. Then he saw a girl coming toward him with a spade over her shoulder, her hands soiled and face red from exertion.

went clear round the pond. It covers much as five or six acres, I guess, an' on the other side there's a brook most as big as this that runs off into a swamp. An' I didn't see any place where water run in. That made me know the pond was full o' spring holes where the water boils up pretty fast. But I didn't think anything special till I got back to this stream an' sat down. Then I noticed water tricklin', and that made me know the pond was higher, an' I got up an' looked round. Then I come for the shovel."

"And you cut through?" he asked, intensely interested.

She nodded. "'Twa'n't more'n ten feet. I commenced at the river an' dug

'bout three or four feet deep till I got near the pond, then tapped through. An' I got pretty wet an' muddy," she finished, laughing. "I guess I'd better run to the boardin' house an' clean up 'fore I go in the mill."

"And you cut through," he repeated. "Strange that you should discover such a thing, and we never thought of it in all the years we've been here. I've hunted around that pond a hundred times, I suppose, and never thought of there being any difference in the level of the water."

"Oh, it was jest one o' them things that happens," she answered carelessly.

in' me something," she answered soberly, "I guess you had better not study over it any more. Back where I came from we don't have folks give us anything, an' my work would 'a' fetched less 'n 5 cents."

When she returned to the mill, Josie met her with sober face.

"The overseer's been here talking to me," she said hesitatingly, "and—and he doesn't seem to think it's any use for you to keep on at the knot. He wants me to take on another girl to show. I'm awfully sorry, Melindy."

But Melindy did not seem in the least disconcerted.



"I set right where the water trickled down, an' I was thinkin' 'bout the mill stoppin' for water. I couldn't help the rest. If I'd set down ten foot off I'd never have thought, an' I might 'a' walked a hundred times round the pond without noticin'. But if I was you I'd send some men up an' dig that ditch twice as deep. It would let the water in better. An' I'd stop up the brook on t'other side. Then you'd have the whole thing."

"I'll do it at once," he said quickly, "and thank you for the suggestion. And now about yourself? We must do something in return for all this. I don't believe you realize what that water means to us."

Her face flushed. "If that means giv-

"I've known it since the first day," she returned composedly, "but you wanted me to keep on tryin'. This'll save both of us wastin' more time."

As she was turning away the overseer came hurrying toward them, embarrassed and apologetic.

"You haven't told her yet?" he asked of Josie. Then, glancing at her face: "Yes, I see you have. Well, it was all a big mistake what I said. I've just been talking with the superintendent. We want Miss Melinda to take a job as spare hand."

"As a gift?" asked Melindy coldly.

"No," eagerly, "as real, needed help. You've been here long enough to see what the spare hands have to do. You're

stronger than any girl in here and can do the work of a man. There'll be warps and cuts of cloth to carry and help of all kinds to do. Good land, there'll be work enough! We'll pay \$4 a week at first. Will you stay?"

"Yes, please do, Melindy," urged Josie.

Melindy looked from one to the other doubtfully; then her face cleared.

"Yes, I'll stay," she answered. "There's plenty of work I can do. I've seen that. I guess I can earn the money."

Three months later she came to Josie

seeds are not nearly ripe enough to gather and that you are only spoiling your next year's crop."

"Very well. In that case I'll buy some new ones," answered Miss Rachel, "or perhaps we can afford to build a six-foot fence on our side of this one and grow it over with vines. Anyway, not one of these seeds is going to fall on their side."

Miss Emily rose and walked over to the fence, speaking very softly.

"I don't want them to hear us, Rachel. It's like trying to quarrel with them, and they've always tried to be



one morning, her face radiant. "See, Josie," she breathed, "I—I can do it. I can get a loom and weave. See!" And she took a thread and passed her fingers over it, and, behold, there was a weaver's knot!

The Wall That Was Not.

BY HELEN RAMSDELL.

(Copyrighted, 1909; by Associated Literary Press.)

In the rosy light of the setting sun Miss Rachel, the elder of the two Belden sisters, was gathering her sunflower seed. Miss Emily, the younger, sat on the porch watching her sister's movements, her sewing lying idly on her lap. Presently she ventured to remonstrate.

"I'm quite sure, Rachel, that the

friendly. I really can't see why you hate them so. You used to like Steve once, and his wife is a pleasant, sweet spoken woman."

"Sweet spoken—yes! I should say that's how she got him."

Miss Emily sighed wistfully.

"I don't see why you hate them so," she repeated.

"You don't? Humph! Well, you just once try being nice and polite to them, and—you needn't be my sister any longer!"

At that moment a girl some twelve years of age came out of the household thus condemned by Miss Rachel, and both the sisters grew silent. They had been speaking much too low for their

neighbors to hear what they said, and in innocent ignorance the girl called over, though timidly, as if half expecting one of the snubs she so completely failed to understand.

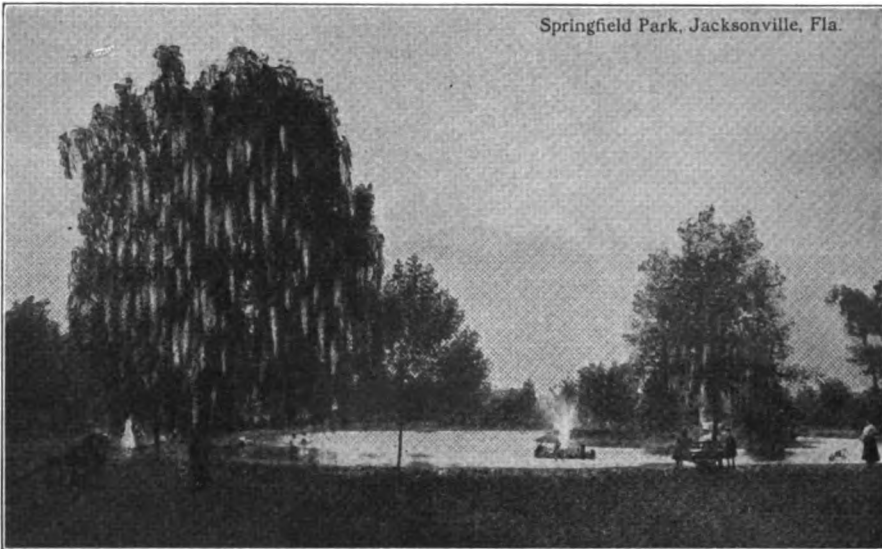
"Aren't you gathering your seeds awful early, Miss Belden? It's better to let them get ripe. They're the finest sunflowers we've ever seen."

To the girl Miss Rachel was silence itself. To her sister she replied in tones of unuttered indignation too low for the girl to hear.

"It'll be a six-foot fence next year if I have to live on dry bread."

in her reverie, and as the sunlight died without new light touched Miss Rachel's face from within, and, led by some touch of previous memory, she opened a small locked drawer and took out a quaint old box of faintly fragrant sandalwood.

It had grown too dark to see its contents plainly, but Miss Rachel did not need to see them. She knew every line of the faded letters that lay there, every detail of the girlish forgetmenot ring in its tiny box beside them, every word of the newspaper notice of death that lay beneath them, while every feature



"Oh, Rachel, how it would look!"

"We can cover our side with vines."

"But in winter the vines would be dead, just the same as the flowers."

Without reply Miss Rachel gathered up her apronful of great staring seed cups and ascended the stairs to her room. Here she went straight to an old-fashioned writing desk and, opening it, placed the package of seeds in one of its many compartments.

Once it was out of her sight the hard lines in her comely face relaxed, and gradually as they faded her natural expression returned, revealing tears of suffering and of genuine kindness as well.

For a long time she sat there absorbed

of the photograph that lay on top was graven deeper in her heart.

Tonight she went over it all once again—her joy, her passionate, silent grief, then her awakening from her own bitter sorrow to find that her sister was suffering also. Then she had opened her eyes, so long blinded to all save her own bitter grief, and looked for the cause of her sister's to find that Emily's lover, Stephen Loring, came to see her sister no more.

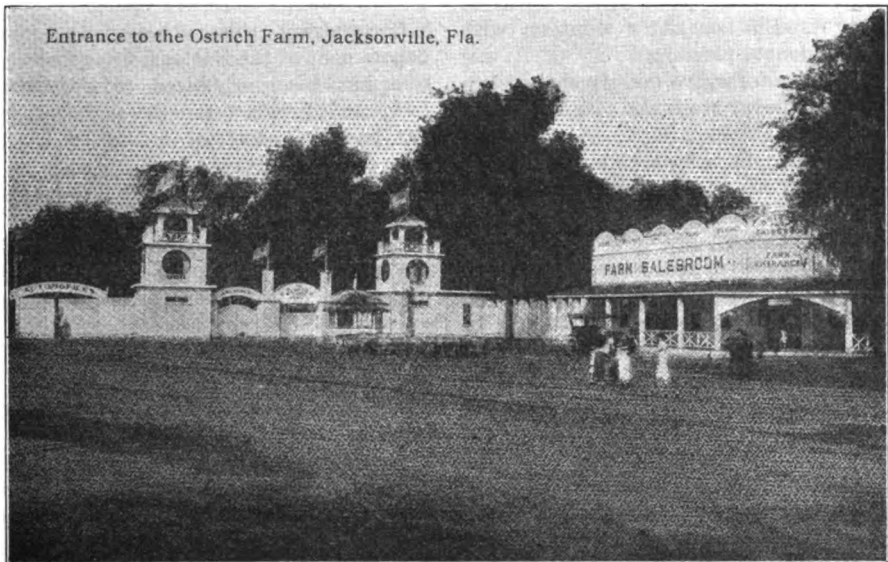
Questioned, Miss Emily had replied proudly, with swift flushing cheeks, that she did not wish him to come, and Miss Rachel probed no further. Scarcely a year later Stephen married a girl of a neighboring village, and Emily, grow-

ing paler and gentler day by day, gave all the love left in her heart to Rachel, which Miss Rachel silently but deeply reciprocated, all the more tenderly that Miss Emily so often seemed inwardly shrinking before her, as if in shame at her fate.

With true New England reticence, mingled with inborn delicacy, neither ever spoke of the other's love and loss, but when Stephen Loring some twenty years later had come to live beside them Miss Rachel's wrath rose high against this destroyer of her gentle sister's happiness in life.

A lamplighter came by as she stood there and lighted the lamp in the street below, just in front of the window. As she moved from the window the audacious gleam of light penetrated past her, falling directly on the opened box of keepsakes.

Dreamily, yet half startled, Miss Emily moved toward them. She knew well enough what they were—the package of letters tied with a narrow black ribbon were Andrew Arnold's letters of love to Rachel; the little box beside them held a well-known turquoise ring, but the picture that lay on top, surely she



"Rachel!"

Miss Emily stood at the door peering into the now dark room.

"Old Mrs. Clayton is dying, and they want you right away."

Miss Rachel rose at once, not even closing the lid on her box of keepsakes.

At the door she paused, speaking gently:

"You won't need to go until morning. You are too frail for such things."

And before Miss Emily could reply she was gone on this, one of her many deeds of mercy.

Alone, Miss Emily entered the room and went to the window, where she could watch her sister's tall form through the fast deepening darkness.

might see that again after all these many years.

Half guiltily she lifted it and held it in the light, eagerly scanning the face. Then, with a little sob, she sank on her knees, the picture still clasped in her hand, her hidden face resting on her arms.

Silently thus the minutes passed, yet Miss Emily took no heed. And so Miss Rachel, coming home to a darkened, unlocked house, found her a little later.

For a moment she stood in the doorway, lost in wonder at her sister's still form in the lamplight; then she advanced swiftly to her side.

"Emily," she said—"Emily, dear, are you ill?"

Miss Emily sprang to her feet as if suddenly waked from a dream. One hand still held the photograph, but after an instant she dropped it on the desk, and, clasping her hands, she cried in a low, passionate voice—a new voice to Miss Rachel:

"Oh, Rachel, Rachel, forgive me! He did not know; he never, never dreamed it. You, you only, had his life and all of it, and, oh, I could not help it! Surely I have suffered enough, and I never, never meant to wrong you."

Miss Rachel stood so still she might have been carved of stone, too terribly bewildered for the simplest form of thought. But her sister went on with her passionate pleading.

"Can't you forgive me, Rachel, when he never, never knew and you had all his love?"

Miss Rachel's voice trembled.

"But Steve—Stephen Loring?"

"He caught my girlish fancy, Rachel. But when I found out how I felt—about—your Andrew—I sent Steve away. And the next week Andrew died so suddenly—his heart all yours to the last. Oh, Rachel, sister, you cannot forgive me, I know! I will go away—alone!"

"Hush, child," said Miss Rachel sternly. "I have nothing to forgive. You are the greater sufferer, as you have always been. But go away for awhile. I want to be alone."

Next morning the sun had scarcely dried the radiant dew when Miss Rachel opened an unused gate and went over to her neighbor's. In her hand she held the tiny package of seed she had placed last night on her desk.

Next year two rows of sunflowers nodded across the fence—the same low picket fence—not by any means six feet high.

Industrial Mediation Laws.

BY MARCUS E. MARKS, MEMBER NATIONAL CIVIC FEDERATION.

One of the greatest economic problems of our day is the wise and peaceful adjustment of wage conditions to harmonize with the growing cost of living and the higher standards of life which popular

education has properly encouraged among the working people. Discontent is bound to be general when the employed find the purchasing power of their wages inadequate to meet legitimate needs.

Our country has been very backward in the provision of machinery adapted to prevent conflict during the process of adjustment of changing conditions. Both workingmen and employers are now at a loss where to turn for advice and assistance when restlessness assumes acute manifestations. Strikes often occur because the workingmen know of no better way to attempt to secure justice.

Recognizing this situation, a new department of the National Civic Federation has been organized to stimulate new, and forward the development of our present industrial mediation laws, both federal and state.

This new department has been subdivided to consider three different subjects: (1) The Erdman act. (2) A model state mediation act. (3) An improvement in the relation between government employees (federal, state and city) and the respective governments.

The Erdman act was devised to bring about mediation and voluntary arbitration between our interstate railroads and their employees. As it has stood the experimental test well, and as it has been the means of preventing many strikes, without a single case of failure, we may now take courage to consider not only an increase in the number of conciliators as recommended but a further extension of the scope of the act. At present it affects only train operatives; it does not apply to workers in the railroad shops nor maintenance of way workers, and does not include clerks, telephone and telegraph operators.

It may be well to consider an amendment of the Erdman act so as to embrace these classes under its provisions.

The Erdman act might also at a future day be extended to embrace river, lake and coastwise transportation, express business and the telegraph and telephone lines having interstate connections. Since the plan has been found prac-

ticable it would seem to spread its benefits as far as possible without weakening its existing service.

In order to make the New York act a model for uniform state adoption, a few amendments are suggested:

First, there are certain occasions when a special board could serve better than the standing board of mediation. On such occasions it is proposed that the governor may be appealed to by the commissioner of labor to appoint a special board of three or more persons.

It is suggested that the state mediator act as counsel during the proceedings, in order to give the new board the benefit of the experience and machinery of the state officials.

Further, there are occasions when a labor difficulty extends beyond the borders of a single state and yet does not fall under the head of interstate commerce.

It is suggested that, in the new bill, the mediator of one state be authorized to co-operate officially with the mediators of other states affected.

The salaries of the state mediators are at present entirely too low to compensate men of the character and experience required to deal successfully with the important problems of the industrial world. Under the model bill, a substantial addition to salaries should be provided.

In the state of Massachusetts a bill has been prepared by the committee of industrial relations of the Boston Chamber of Commerce, which provides for investigation and publicity in all labor disputes. In case of dispute between public service corporations and their employees no strike is permitted during the investigation. In private business, while the investigation and the publicity are also made compulsory, there is no penalty provided for strikes during the period of investigation.

The strike and the lockout are crude, barbaric and wasteful; they prove nothing of value and settle nothing permanently; they show only which side is the stronger or has the greater power of resistance, not which side is right. After the conflict, angry passions rankle in the

breasts of the defeated; the fire is but temporarily smothered. On the other hand, the settlement of differences in an enlightened manner, by investigation and mediation, and, when voluntarily agreed, by arbitration, brings out the facts and establishes justice. This is the only true and final settlement of any differences between men.

The Organization of Labor.

The necessity for organization among the laboring people of this country is becoming more manifest every day.

We all understand that money is not only insatiable, but absolutely conscienceless. But for the organization of the railroad employees—the conductors, engineers, firemen, brakemen, the clerks, and others, these men would be working today for starvation wages.

It is the rule that corporations never make concessions to their employees—advance their wages—until they are forced to do so by the wage workers.

I believe in doing railroads and other corporations absolute justice. But I believe the men who do the work and produce the wealth which the railroad puts into the laps of its stockholders—I believe these laboring men ought to be given a larger share of the products of their own toil than they now get.

I heard a man say, that he thought “these people were getting as much as they were entitled to.” When if that man had been forced to support his family upon the meager salary paid the majority of the railroad laborers, he would have thought it an outrage.

The railroads ought to understand that there is being reared in this country a distinct class of railroad people.

The sons and daughters of railroad men intermarry, and their children follow in the footsteps of their fathers and mothers. The combined service of the head, the hand, and the heart is worth a great deal more than the service of the head and the hand alone.

The only way to get that service is for the corporation to do justice to its employees.

The men who pull the throttle, take up

the tickets, keep the books are indispensable.

The road would not be worth a penny without their services. That being the case, he is entitled to enough of the products of his own toil to support his family, educate his children, that they may be useful men and women.

The reason that these laborers are not paid the wages they deserve is because of the consuming, cruel greed for gain which seems to be eating out the hearts of the people of this day and generation. It is because that a human being is the cheapest thing on earth in the estimation of the average captain of industry. The poor devil who delves in the bowels of the earth, picks out the coal that warms the home and makes the steam or takes from the cruel grasp of the rocks the pure gold, or sits in the engineer's cab and everywhere, that man is cheaper, of less account in the estimation of the great financier, than the mule that pulls the coal cart, or the great engine that draws the train.

If the man dies, or is killed, there are 100 others ready to pick up the pick or to take hold of the throttle, and not a lick is lost or a revolution of the wheel.

But let the mule die or the engine be destroyed and they must go into their pockets to buy another or have another one builded.

I am opposed to labor making an unjust demand upon capital. But I am equally opposed to capital taking the products of labor without giving a fair return for the same.

Every patriotic American ought to stand by and support labor organizations in their just demands.—Hon. James K. Vardaman, Ed. Jackson (Miss.) *Issue*.

A Square Deal.

That the romance of engine running has altogether disappeared with the passing of frontier conditions and the advent of automatic block signaling and the fixed schedule, is, to say the least, erroneous. Instance the experience of Elbridge E. Reynolds, locomotive engineer on the Lake Shore & Michigan Southern Ry., continuously in the service of that

company since 1868, passed his 70th birthday on January 30, and on January 29 the recipient of an enthusiastic letter of commendation on his long and flawless record, notifying him with the compliments of his superior officers, of his honorable retirement, to take effect on February 1. On his last day of service, January 31, Mr. Reynolds made his usual successful fast mail run from Elkhart, Ind., to Toledo, O., and was well started on the return trip when an obstruction occurred in left boiler check requiring his attention on the running-board on that side, to prevent the further escape of the steam and water back through the injector. Having not specifically instructed his fireman to keep a lookout during his absence from the throttle, he assumed the entire responsibility of the ensuing crash into a freight train. Though discharged, there was nothing of resentment in his attitude toward the company. He upheld the justice of his dismissal, despite the facts concerning his previous record and his pending retirement. His loyalty to the road to which his entire life had been devoted and his faith in the justice of their methods could not be shaken even in the face of the consequences of dishonorable dismissal, which to a man of 70 is fraught with more than ordinary significance. In view of the attitude of this grizzled hero, is it any wonder that the pension board, in reviewing his case, held his dismissal invalid and reinstated him to the "retired with honor" class and granted his pension?—*Railway and Engineering Review*.

Fixing the Blame.

The young man had returned from his wedding trip and was again at his desk in the office. It was the day after his return that the junior partner called him to his desk and said:

"Now that you're married, Mr. Quills, I trust you will be considerate in your treatment of me."

"I don't quite understand you, sir," exclaimed the young man in surprise.

"Oh, it's a little early, I know," admitted the junior partner, "but there's nothing like taking time by the forelock."

I suppose you haven't been out late at night yet."

"Certainly not, sir."

"And it's none of my business if you have. But when you do stay out some night be considerate. Remember that I have a reputation for fairness and humane treatment of everybody in this office that I would like to retain. Don't tell your wife that you're sorry you're late, but that that slave driver at the office piled work upon you to such an extent that you had to work right into the night. Don't tell her that the tyrant you work under gave you 1s. 6d. for dinner and told you that you would have to post all the books in the office before leaving for the night. Just invent some other excuse, you know."

The young man thought the matter over for a minute or two and then asked anxiously:

"Well, if I should be late what shall I say?"

"Oh, put it on the senior partner, as I do. He can stand it."—*London Answers.*

Gambling in Metal.

Gambling in metal is done by means of buying and selling warrants, these being the notes for specified quantities of metal held in stock.

The basis of the gambling is that in many businesses it is often necessary to buy ahead large quantities of metal. When things are slack large stocks accumulate, while as soon as things become more brisk the metal is taken out of the stores.

An immense amount of gambling is done in connection with "pig," as pig iron is popularly known. Warrants for pig are made out in units of 500 tons, and payment is made for the warrants once a month. Should a man really want 500 tons of pig iron he obtains a warrant which authorizes him to take 500 tons out of store, and he will be required to pay for the metal within the month.

Supposing a man buys in the expectation that he will be able to sell the pig iron at a higher price than is ruling, he buys warrants according to his means, and he has a month for things to mature. Should the price of pig go up during the

month he is able to sell his bargain to another man, and he pockets the difference, although he has never laid down any money in real coin.

Should things go wrong with him and prices go down, then he is obliged to pay the difference between the price at which he bought the pig and the price at which he is able to sell it, and so he sustains a loss.—*London Answers.*

Paying Men to Think.

It is not always easy for a man to see the benefit which he will derive from observing things which are apparently out of his regular line of duty. Some employees of railroads and industrial plants do not trouble themselves about the manner in which the company carries on its work; that is the company's business, it pays the bill, why should they? Again many are observing and do notice wastes going on but do not see that it is worth the trouble to make the effort to have them eliminated. They fear they will be looked on as trouble-makers, especially among their fellow-workmen should their suggestion result in increasing their work.

The policy which some of our leading roads have adopted of paying employees not in charge of men for helpful suggestions regarding the performance of work and the elimination of wastes is to be highly commended, furnishing as it does a direct incentive for originality and initiative among the men. Any suggestions are welcomed which will give greater safety to employees and patrons, which will result in improved methods of operation in shop or office and which will include the betterment of employees, thus giving every man a chance, no matter what department he may be in. There are many men who do not seem to realize that their brains are worth money, that their brains are an unworked gold mine in which the lead will not run out. Money is a very strong incentive and if men can by its use be induced to develop their originality it must result in a double good to the company—the direct benefit derived from the suggestion and the indirect benefit of a man developing himself

for the company's good. Money cannot produce loyalty but it can open many minds to the fact that it pays to think, and continually thinking about ways of improving the methods of the company unconsciously will produce loyalty.—*Ry. Master Mechanic.*

The Power Knowledge.

When I say love knowledge with a great love, with a vehement love, with a love coeval with life, what do I say but love innocence, love virtue, love purity of conduct, love that which if you are rich and great will sanctify the blind fortune which has made you so, and make men call it justice; love that which if you are poor will render your poverty respectable, and make the proudest feel it unjust to laugh at the meanness of your fortune; love that which will comfort you, adorn you, and never quit you—which will open to you the kingdom of thought and all the boundless regions of conception, as an asylum against the cruelty, the injustice, and the pain that may be. Your lot in the outer world—that which will make your motives habitually great and honorable, and light up in an instant a thousand noble disdains at the very thought of meanness and of fraud!—*Sydney Smith.*

13,000 Miles of Silver.

The greatest money count in the history of the United States is now on. Every piece of money in the country's billion-bulging treasury must be handled and each security fingered. A corps of men—the most expert money counters in the world—will work at the task day and night, but it will take them 60 days to finish it. There are 156,708,960 silver dollars alone in this vast sum. Much of the coin counting is done by weighing, but there is an ingenious weighing machine which digests silver dollars, quarters and halves and counts them as fast as a man can turn the handle. If the silver dollars were stacked one on top of another, they would tower 835 miles high. If they could be laid in a continuous line, each touching the other, the silver horde would stretch out for a distance of 13,000 miles.—*Robert D. Heini in Leslie's.*

Voices of the Engines.

At the last meeting of the Traveling Engineers' Association in the course of his inaugural address President Hays said: "To teach all engineers that there is a language which the locomotive speaks and which every engineer worthy of the name readily understands; for every piece of apparatus about the locomotive has its voice of contentment, or wail of protest. Hence, the ability to understand and appreciate that language fully cuts a large figure in locomotive performance."

That expresses noble ideas which were given words by Kipling in McAndrews' "Song of Steam," in which he says:

"Lord send a man like Robbie Burns,
To sing the song o' steam;
To match wi' Scotia's noblest speech
Yon orchestra sublime;
Whaurto—uplifted like the Just—
The tail rod marks the time;
The crank throws give the double bass,
The feed pump sobs an' heaves.
An' now the main eccentrics
Start their quarrel on the sheaves;
Her time, her own appointed time,
The rocking link heads bide,
Till—hear that note?—the rod's return
Whangs glimmerin' thro' the guides.
They're a' awa'! True beat, full power.
The clangin' chorus goes,
Clear to the tunnel where they sit,
My purrin' dynamos.
Interdependence, absolute,
Foreseen, ordained, divined.
To work, ye'll note, at any tilt,
And every rate o' speed.
Frae skylight lift to furnace bars,
Backed, bolted, braced an' stayed,
An' singing like the Mornin' Star,
For joy that they are made,
While out o' touch o' vanity,
The sweatin' thrust-block says:
'Not unto us the praise, O man,
Not unto us the praise!'
Now a' together, hear them lift
Their lesson—theirs and mine:
Law, Order, Duty and Restraint,
Obedience, Discipline!"

—*Railway and Locomotive Engineering.*

The Very Idea.

"I like grand opera music," chirped the chatty young lady.

"Um."

"But the chorus is seldom pretty."

"Um."

"However, if I shut my eyes I can enjoy it."

"And if you shut your mouth the rest of us can enjoy it," murmured a voice in the rear.—*Washington Herald*.

Commendable Action.

By reconsidering its adverse vote on House bill 137, ordering it to a third reading and finally passing it, the House of Representatives has taken a step that will receive and merit universal commendation. This is the measure providing that railroads shall not employ as a locomotive engineer any man who has not had two years' experience as fireman or engineer's helper, nor as a conductor any man who has not served a similar period of time as brakeman.

In view of the plain purpose of the bill to safeguard the traveling public the earlier vote refusing to order it to a third reading was a surprise and disappointment to those who realized its full significance and the measure of protection it would undoubtedly afford. However, the later action of the House had corrected that mistake and dissipated the disappointment resulting from it.

The one and only aim of this bill is to prevent accidents resulting from inexperience on the part of those in the responsible position of locomotive engineers. Neither labor nor political considerations are involved. It proposes a simple and effective means of promoting the safety of those who travel on the railroads of the State and those who are employed upon them as well. Most of the railroads operating in New England have voluntarily adopted regulations similar to the provisions of House bill 137 not only as a means of insuring the safe transportation of its passengers, but as a matter of self protection.

Many times it has been impressively and tragically demonstrated that even the highest skill and extended experience do not avail to avert accidents and that fact serves to render still more insistent the duty of placing in charge of locomotives only men of known experience and demonstrated fitness. It will be conceded that the responsibilities of the

stationary engineer are neither as grave nor the peril of accident as great as are those of the locomotive engineer, yet many States have deemed it wise to require stationary engineers to pass examinations to prove their capability before they can be legally employed.

Both the reasonableness and the necessity of the bill approved yesterday by the House are so obvious there ought to be no question of its prompt enactment in concurrence by the Senate.—*Montpelier (Vt.) Morning Journal*.

Courtesy Bro. F. W. Thompson, Chairman Legislative Board of Vermont.

Labor Unions Sued as a Trust.

The Chicago unions of the International Brotherhood of Electrical Workers were prosecuted by the Federal Government under the Sherman law for alleged interference with the messages of the Postal Telegraph Cable Company in interstate commerce. It is charged that the electrical workers conspired to injure the wires after they were dismissed by the Postal Company for having threatened a strike. The members of the union are to be enjoined from cutting wires or doing other acts of violence if the petition of the government is granted.—*Globe-Democrat*.

Child Labor Laws Urged in Alabama Factory Districts.

Designating those who work in cotton mills as "a race within a race," and declaring that Alabama must do something to remedy conditions in factory districts, and contending that changes in the child labor laws are necessary for the protection of children, William H. Oates, state prison inspector, has prepared a letter which will be given to Governor O'Neal with the annual report of the department.

"They are absolutely illiterate—can not read or write—and eke out a miserable existence by ignorantly farming a few acres of land," says Dr. Oates of the recruits who are continually brought to cotton mill villages and given employment in factories. "In a vast majority

of cases they have hookworm and are dull, listless and apathetic.

"Almost universal indifference is evidenced on the part of the parents of these children as to sending the children to school. Every subterfuge they can devise has been tried to dodge the educational requirement of this law. Likewise, the children are apathetic, indifferent and negligent."—*St. Louis Globe-Democrat*.

Proposed Legislation.

Both houses of the Oklahoma legislature have passed a full crew bill. It requires all freight trains to be manned with a fireman, engineer and three brakemen.—*Railway Age-Gazette*.

Farmers Object to Full Crew Bill.

The Farmers' Union of Texas sent to all the members of the legislature a protest against the passage of any full crew bill. They asked that no additional burden be placed on the producers of the State. The memorial said: "We are opposed to the bill now pending that will compel the railroads to employ additional men on their trains, thereby increasing the cost of operation about \$1,000,000 a year. We believe that this increased expense is unnecessary and unjustified, and we know that every increased expense of operating the railroads is borne by the farmers and producers."

Headlights.

A bill has been introduced in the Iowa legislature requiring that all railway locomotives be equipped with headlights of not less than 1,500 c. p., measured without the aid of a reflector.

Double-heading.

A bill has been introduced in the legislature of Indiana to require the engines of a double-header train always to be kept together; this to prevent the second engineman from being blinded by the smoke of the leading engine.

Arbitration in Texas.

A bill has been introduced in the Texas legislature which designates the State

Railroad Commission as a board of arbitration, with power to settle disputes between the railways and their employees regarding wages or conditions of service.

South Dakota Legislation.

Senator Crawford, of South Dakota, has introduced in Congress a bill providing that Federal courts shall enjoin the enforcement of State laws only under severe restrictions. It provides that no interlocutory order or decree of a Federal court to enjoin the enforcement of a State law or any order by an administrative body, pursuant to State law, shall be granted except under conditions specifically stated. No injunction could be granted by any United States court until the application has been presented to a justice of the Supreme Court or to a Circuit or District judge, and then only after having been considered by three judges sitting together, one of whom must be a justice of the Supreme Court, a majority determining the question presented. No injunction can issue except upon ten days' notice; but if it is shown that irreparable loss may ensue, a temporary restraining injunction may be issued for no longer than ten days, and may be dissolved upon a proper showing by the other side. Senator Crawford aims to thwart the railroads in their litigation to prevent the enforcement of two-cent fare laws in certain States.

Colorado Legislation.

Sixty-six bills affecting railways have been introduced in the Colorado legislature, including a full crew bill, a headlight bill, a bill requiring the installation of automatic block signals, and a bill repealing the anti-scalping law and making railway tickets subject to assignment and sale by the holder. At a meeting last week of committees representing the Denver Chamber of Commerce, the State Retail Dealers' Association, the Denver Real Estate Exchange, the Colorado Manufacturers' Association, and the Colorado Publicity League, called to consider bills before the legislature, officers of the railways presented arguments against many of the bills, and stated

that if they were passed the people could expect little progress from the railways. A telegram from E. E. MacLeod, chairman of the Western Passenger Association, stated that if the railway ticket bill were passed it would naturally mean an advance in passenger fares to Colorado, and that at a recent meeting of Western lines to consider summer tourist fares to Colorado for the season of 1913, action on the subject was postponed and the proposed rates to Colorado were held up pending advice of the final outcome. Telegrams were also received from Newman Erb, president of the Denver & Salt Lake, and Darius Miller, president of the Chicago, Burlington & Quincy, expressing the hope that the legislature would see fit not to enact laws disturbing or curtailing development.

"Blue Sky" Railway to Be Sold.

Under orders of the United States District Court in Kansas City, the Winnipeg, Salina & Gulf Railway, commonly known as the "Blue Sky" Railway, is to be sold and the proceeds divided pro rata among the creditors.

The physical assets consist of \$2,000 worth of fine office furniture at the "general offices" at Salina, while the claim of the Brindley Construction Company, of New York, is \$50,000. H. Leone Miller, "president" of the road, is in jail in default of \$15,000 bond, charged with using the mails with intent to defraud.

The "Blue Sky" was incorporated in June, 1910, with Miller as president and promoter. The Brindley Construction Company was awarded a contract to make preliminary surveys, lay out the route and grades. Part of this work was done and the construction company were unable to collect a cent. It secured a judgment for \$50,000 and threw the railroad into the hands of a receiver. It is expected that the receiver may be able to pay as much as 4 cents on the dollar.—*Railway Record*.

"Blue Sky" Railroad is a title which indicates that it is not of the earth earthy, a promotion scheme to get money from the unwary, and should be prescribed against by law.—EDITOR.

Legal News

Decision Under the Hours of Service Act.

United States vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company (2 Cases).

United States vs. Northern Pacific Railway Company (2 Cases). In the United States District Court, District of North Dakota, Southwestern Division. Decided January 21, 1913.

1. Hot boxes, loosened drawbars, etc., are matters which constantly arise in the operation of railroads and can not be accepted as excuses for the violation of the Federal hours of service law.

2. All substantial violations of the statute limiting the period of continuous employment of men engaged in railroad service must be regarded as serious—much more serious than violations of the safety appliance and 28-hour statutes.

3. Courts must look at the subject matter of laws to ascertain whether the public welfare is seriously or only slightly involved in their violation.

4. Fatigue is as truly a physical cause of accident as are open switches and broken rails.

5. A substantial violation of the statute here involved can never justify a merely nominal fine.

Edward Engerud, United States attorney, and Roscoe F. Walter, special assistant United States attorney, for plaintiff.

Watson & Young, of Fargo, N. Dak., for defendants.

OPINION OF THE COURT.

Amidon, District Judge (orally):

The defendant in each of these actions is charged with violating the act of March 4, 1907, 34 Statutes at Large, 1415, limiting the hours of continuous employment of men engaged in the railway service. Their counsel first call my attention to the difference between the penal cause of this act and the penal cause of the safety appliance act and the 28-hour law in regard to live stock. In the latter statutes a minimum fine of \$100 is fixed, whereas no minimum limitation is prescribed by the statute here involved; and for this reason, counsel says, Congress has indicated that the first mentioned statute is less serious than the others, and its violation might properly be punished by a merely nominal fine. I can attach no significance to the difference which has been pointed out. It would be impossible for any rational mind to find a rational foundation for the differences in the penal clauses of our Federal criminal laws. For example, a clerk who embezzles postal funds may be punished with a nominal fine, but a clerk who embezzles the funds of a national bank can not be given a less punishment than five years in the penitentiary. Such contrasts as this show how impossible it is to attach significance to variations in penal clauses. That is a subject to which Congress has never yet given any comprehensive consideration. Courts must therefore look at the subject matter of laws, to ascertain whether public welfare is seriously or only slightly involved in their violation.

Adopting that course, I must regard all substantial violations of the statute limiting the period of continuous employment of men engaged

in the railroad service as serious, much more serious than either of the other statutes referred to. The violation of the 28-hour law concerns only live stock; that of the safety-appliance act will, as a rule, only affect a single employee; whereas a violation of the statute here involved may cause injury not only to the traveling public but to large groups of employees. The statute has behind it the purpose to reduce the appalling record of death and injury caused by American railroads. The yearly statistics on this subject leave no room to doubt the imperative necessity for the law, and furnish ample justification for its rigid enforcement.

I have listened to the statement of extenuating circumstances, such as hot boxes, loosened draw-bars, etc. They are matters which constantly arise in the operation of railroads, and can not be accepted as excuses for a violation of the statute here involved. No one questions the humanity of the officers in charge of the defendants' roads, or their desire to do everything which can be done to safeguard human life. The trouble is that these considerations are overlooked by men in the actual service under the pressure of conditions which are frequently present in American railroading. The volume of business here changes so greatly at different seasons; in a few months the traffic of half a continent rushes upon the railroads like an avalanche, and to meet the emergencies which that variation in traffic necessarily creates, there is always the temptation to permit men to work beyond the time when scientific demonstration has proved that it is not safe for them to work. We are still more or less under the spell of the old idea that care is wholly a matter of the will. No truth of science, however, is better established than that fatigue is not simply a matter of muscles, but that it involves nerves and brain as well, and extends to all the faculties of the mind itself. It produces physiological changes which deaden the will and impair the sense of sight and of hearing. It is as truly a physical cause of accident as are open switches and broken rails.

Such being the fact, a substantial violation of the statute here involved can never justify a merely nominal fine. It involves human life—the safety not only of large numbers of employees, but of the general traveling public.

This being the first offense in this district, and there being numerous extenuating circumstances, the judgment will be that each of the defendants pay a fine of \$100 upon each count of the complaint.

Decisions Under the Hours of Service Act.

No. 1276—United States of America vs. Yazoo & Mississippi Valley Railroad Co., United States District Court, Western District of Tennessee, Western Division. Decided February 22, 1913.

1. The provisions of the hours of service act indicate that it was the purpose of Congress to prohibit common carriers from subordinating the welfare of their employees or passengers aboard their trains, either in health, life or limb, to the interest of earnings or dividend sheets.

2. In a case against a railroad company for failure to comply with order of the Interstate Commerce Commission requiring common carriers subject to the provisions of the hours of service act to make reports to it within 30 days after the end of each month of all instances where employees subject to the act have been on duty for a longer period than 16 hours, the imposition of a penalty of \$100 for each day any such railroad shall continue to be in default in respect thereto is mandatory and the court has no discretion in the premises.

3. When the language of a statute is plain and unambiguous, its harshness should not be ameliorated by instructions of the court.

Casey Todd, United States attorney, and Philip J. Doherty, special assistant United States attorney for plaintiff.

Charles N. Burch for defendant.

OPINION OF THE COURT.

McCall, District Judge:

This action is brought on the suggestion of the Attorney-General of the United States, at the request of the Interstate Commerce Commission, and upon information furnished by said Commission, against the defendant, the Yazoo & Mississippi Valley Railroad Co. The suit is to recover \$400 as penalties for the failure of the defendant to comply with an order of the said Commission which requires all carriers subject to the provisions of the act entitled "An act to promote the safety of employees and travelers upon railroads by limiting the hours of service of employees thereon" (commonly known as "The Hours of Service Act") to report within 30 days after the end of each month all instances where said employees had been on duty for a longer period than that provided in said act. Common carriers subject to the provisions of said act are prohibited from requiring or permitting their employees to be or remain on duty for more than 16 consecutive hours. (Sec. 2, 34 Stat. L., pp. 1415-1416.)

The defendant admits the allegations in the petition and thereby says that it is technically guilty of disobeying the order of the Interstate Commerce Commission; but it insists that it should not be subjected to a penalty of \$100 for each day it so failed to report to the Commission the particular infractions charged after the report was due because of the situation existing at the time of the failure to report.

At the hearing it was conceded in open court that the violations of the 16-hour act, set out in the petition of the Government, occurred at a time when the defendant company was operating its railroad in and out of Memphis under the most unfavorable circumstances, growing out of a strike by its employees in its yards. A detailed statement of the conditions existing at that time is not necessary, but it is sufficient to say that they were of such character that the court should take them into consideration in fixing the penalty in this case, if authority for so doing can be found under the law.

The only question presented for decision, therefore, is, whether it is discretionary with the court to impose a less or a different penalty than is prescribed by the twentieth section of the act to regu-

late commerce, approved June 18, 1910. (36 U. S. St. L., ch. 809, p. 556.) After authorizing the Commission to require certain reports, from all common carriers subject to the provisions of the act, touching their income, expenses, indebtedness, etc., and to fix the time and prescribe the manner in which such reports shall be made, it provides that:

If any carrier, person, or corporation subject to the provisions of this act shall fail to make and file said annual reports within the time above specified, or within the time extended by the Commission, for making and filing the same, or shall fail to make specific answer to any question authorized by the provisions of this section within thirty days from the time it is lawfully required so to do, such party shall forfeit to the United States the sum of \$100 for each and every day it shall continue to be in default with respect thereto. The Commission shall also have authority by general or special orders to require said carriers, or any of them, to file monthly reports of earnings and expenses, and to file periodical or special, or both periodical and special, reports concerning any matters about which the Commission is authorized or required by this or any other law to inquire or to keep itself informed or which it is required to enforce; and such periodical or special reports shall be under oath whenever the Commission so requires; and if any such carrier shall fail to make and file any such periodical or special report within the time fixed by the Commission, it shall be subject to the forfeitures last above provided.

As has been seen, the Commission, in its effort to enforce the hours of service act, has deemed it necessary to promulgate an order requiring common carriers subject to the provisions of the act to make reports to it within 30 days after the end of each month of all instances where such employees have been on duty for a longer period than 16 consecutive hours.

The contention of the Government is that the same penalty is provided for a failure by the carrier to comply with the order of the Commission last above stated as is provided for a failure by the carrier to file its annual report touching its financial operations and condition, and that the statute is mandatory in both instances.

The defendant conceded that the statute is mandatory wherein it imposes a penalty of \$100 for each and every day that the carrier shall be in default in respect to filing its annual report, but asserts that it is not mandatory in respect to the carrier's failure to make a report to the Commission within 30 days after the end of each month of all instances where employees have been on duty for a longer period than that provided in the act, presumably upon the ground of the relative importance of the subject matter and purpose of the two classes of reports. It is urged that there is a difference between the mandatory provision that a carrier shall forfeit \$100 per day for failing to file its annual report and the provision in respect to its failure to file special reports which provides that "it shall be subject to the forfeitures last above provided," and argues that had Congress intended that the same mandatory penalty should accrue as to special reports as accrue in reference to annual

reports the same language would have been employed.

The exact difference in the language employed by Congress is that in the one instance, to wit, the failure to file the annual report, the act provided that "such party shall forfeit to the United States the sum of \$100 for each and every day it shall continue to be in default in respect thereto," and in the other instance, to wit, the failure to file the special report, it provides: "and if such carrier shall fail to make and file any such periodical or special report within the time fixed by the Commission it shall be subject to the forfeitures last above provided," which forfeiture last above provided is the penalty of \$100 per day.

The purpose of this legislation is the protection of the lives of employees of railroad companies and also the lives and property intrusted to the railroads as common carriers. It recognizes that there is a limit of human endurance, and that hours of rest and recreation are needful to the health and safety of men engaged in the hazardous work of railroading. The benefit it is intended to confer is to better enable employees to serve their employers, and to promote the needs of commerce, and also to promote the safety of travelers upon railroads. The limiting of hours of labor of those who are in control of dangerous agencies, it is believed, will relieve the employees of over-fatigue and resulting indifference, and thus avert accidents which lead to injuries and destruction of both life and property. Such purpose could scarcely be said to be of less importance than making of annual reports, showing in detail the amount of capital stock issued, the amounts paid therefor, the dividends paid, the surplus funds, etc., unless we have unhappily fallen upon times when it is of greater moment to enact and enforce laws, the purpose of which is to safeguard the financial interests of the public and the carrier, than it is to enact and enforce laws the purpose of which is to protect the lives and limbs of human beings. To this latter doctrine I can not subscribe, and am therefore unable to agree with the contention of the defendant. The provision of the act under consideration indicates that it was the purpose of Congress to prohibit common carriers from subordinating the welfare of their employees or passengers aboard their trains, either in health, life, or limb, to the interest of earnings or dividend sheets.

I am of the opinion that the statute is mandatory in respect to the penalty for failure to comply with the order of the Commission in question, and that the court has no discretion in the premises.

It is pressed upon the court that the statute in question and the rule of the Commission thereunder are harsh and bear too heavily upon common carriers.

When the language of a statute is plain and unambiguous, its harshness should not be ameliorated by construction of the courts. Those interested must apply to the lawmaking body enacting such statutes for relief, and until Congress changes the law now under consideration we must enforce it as it is plainly written.

A judgment will be entered for \$400 in this case, and for a like reason a judgment will be entered for \$300 in case No. 1282, United States of America vs. Illinois Central Railroad Co.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

Illustrious Guests.

I'm delving among my books tonight,

The choicest gems perusing,

For all alone, I take delight

Amid the poets musing.

Rich melodies I cull from Moore,

Enshrined in mental urns,

And next inside the Ploughman's door,

I chat with Bobbie Burns.

Majestic strains from Byron's lyre

Salute my glowing fancy,

And Walter Scott's poetic fire

Can sway like necromancy.

The martial strains of Homer's song

Roll forth in liquid sweetness,

And Dante moves his lines along

In grandeur and completeness.

Through Auburn's hawthorn lanes I glide

In Goldsmith's famous village,

And grieve to see man's wealth and pride

Deprive the land of tillage;

At Southey's waterfall I stay,

To hear its ceaseless plashing,

Its grand effect of foam and spray,

That down Lodore comes dashing.

Here's Longfellow, my charming friend,

The Brownings both beside him,

And with sad Poe a time I spend,

Although some men deride him;

Gray's masterpiece I often read,

And Father Prout is glorious;

Tom Hood I clutch with miser greed,

And laugh with Swift uproarious.

I've John G. Saxe morocco bound,

With Myles and Whitcomb Riley,

And Whittier 'mongst my guests is found,

With Shelley, Holmes and Smiley;

Jean Ingelow and Eliza Cook,

Leigh Hunt, Bret Harte and Halleck;

By Tennyson's clear, laughing brook

I often love to frolic.

Here's Shakespeare, king of earthly kings.

And Cooper, who so grave is;

And Lowell who so sweetly sings,

And noble Thomas Davis,

With Thackeray and bouillabaisse,

We brim a glass to Terre;

And Kipling can my wrinkled face

Suffuse with smiling merry.

I've Praed, a rhyme-creating chap,

And Milton, who sublime is;

To Meredith I touch my cap,

And Mangan, which no crime is;

And "Deacon"—dear old "Deacon"—you

And Mickey Free, together,

Are cherished with a feeling true,

Tho' told in rhyming blether.

I've scores I cannot classify

I sit with late and early,

But can't intrude ill-naturedly

Upon your space, dear Charley.

They're brilliant lights of genius, all;

They'll live adown the ages;

No shadows on their fame can fall.

Nor dim become their pages.

SHANDY MAGUIRE.

"Rule G" and a New Rule.

NEW ORLEANS, LA., March 1, 1913.

EDITOR JOURNAL: Every engineer employed by a railroad has read "Rule G" and thoroughly understands its plain wording and the vast importance of living up to its teaching—not simply because it is "Rule G" particularly, but because it carries with it, if violated, severe punishment by the company, expulsion from the Order and disgrace to the offender.

Let it be understood I am not a fanatic along this line, and if all men had exercised good judgment and refrained from excessive and continued violation of "Rule G" I dare say the public bulletins several roads have recently posted notifying employees that "employees violating 'Rule G' will be summarily dismissed from the service" would never have been posted.

The men themselves are to blame; not all, but the guilty have caused it, and though the innocent feel the bulletins are unjust—not that it really affects them, but incidentally reflects on all—the greatest howl comes from the ranks of the really guilty. As the Rev. Sam Jones said, "The hit dog yelps."

We must not lose sight of the fact that sobriety is one of the fundamental principles of our Order, and while I do not look upon the B. of L. E. as a strictly temperance association, it is absolutely

essential that these principles be lived up to, the guilty be punished, the innocent protected, the laws enforced and "Rule G," broadly speaking, be respected.

I do not believe any company without some reasonable cause would post any bulletin, be it what it may. I recall that at one time the G. C. of A. of a certain road embodied in its proposed agreement:

"No engineer will be called from saloons, gambling houses or places of ill repute."

The general manager said:

"Gentlemen, let's eliminate that clause. I believe it is a reflection on our engineers, and if we have that kind here let's try and convert them, and if we can't, let's get rid of them. I do not want that in the agreement. The world might think we have a lot of whisky heads here."

And it was left out.

At another conference the general manager remarked:

"We do not care to post a bulletin relative to 'Rule G.' It is a serious reflection on our employees and does an injustice to a vast majority of engineers in our service. If we have a few unfortunates to whom this might apply, let us single them out and do a little missionary work quietly; then, if we have to inflict punishment, let the guilty suffer. But I am not going to embarrass the innocent by public bulletin of 'Rule G.'"

At the close of that conference the writer was approached and the following was imparted to the committee:

"You, gentlemen, are the legal representatives of our engineers. It is you who have to get them out of trouble and adjust their grievances. This being the case, the company has arrived at the conclusion that it is better and easier for all concerned, and especially the unfortunate ones to whom we shall refer later on, that the committee confer with these parties; tell them the whole truth; just what their shortcomings are—just how they stand; what is to be required to remain in the service; and admonish them for their future welfare. If discipline already inflicted has done no good and

the personal reprimands already made have borne no good results, and the advice already given has proven useless, as a last resort we are going to 'put it up' to the committee to counsel these offenders. This done, we feel everything possible will have been done and further violations of matters referred to will mean dismissal from the service; and this plan shall be our policy in the future—*put it up to the committee.*"

Now, Brothers, no one is more willing than I to do everything possible to save any Brother from unjust punishment, but when the laws of the organization are disregarded, obligations violated, the company's rules ignored, and, in a few cases, state and city laws broken, there is no redress.

If we have members guilty of any of these offenses and restrictions are thrown around them for their real good they should not complain. If they do, it is without just cause. They are to blame. It is the innocent man really hurt, as he is not guilty of the offense, and the company knows it and the bulletin was never meant for him; but as the bulletin makes no specific reference to any man or set of men, the innocent meet the same criticism as the guilty. It hurts both classes—one because it is a *restriction*, yet justly deserved; the other, because it is a *reflection* not merited.

"Rule G" is going to be enforced. The General Managers' Association are going to see that it is, and since it really harms no one and punishes only the guilty, I, for one, can frankly say "God speed the day."

But the rule of putting it up to the committee in advance of discipline is a new rule and has its advantage and disadvantage. Its advantage is that the guilty may be given due warning, that they may see the error of their way and turn right about face.

"The wise man foreseeth the evil and hideth himself; the foolish go on and are destroyed."

The disadvantage is that the committee, having been called upon to advise and counsel the unfortunate Brothers, a continuance of shortcomings means dis-

missal and the first thing you are confronted with is:

"You have been cautioned by the company, admonished by your representative committee. It is your own fault. We cannot see our way clear to retain you."

You can readily see how the new rule weakens your defense. So, I can only say to you:

"Shun even the appearance of evil."

Fraternally,

F. E. WOOD, Div. 755.

Experience in the '50s.

NEW YORK, N. Y., March 4, 1913.

EDITOR JOURNAL: This morning I took up the March JOURNAL (I've had it three or four days) and my eyes lit on "Dopesy's" article, "Why Kansas Farmer Flagged the Fast Freight." It brought up recollections of "Old Lang Syne."

In the winter of 1852 the D. L. & W. R. R. had gotten their track through from Scranton to Great Bend on the N. Y. & E. R. R. I was the first engineer to run or handle an engine on the road. The company bought an old English engine, one of nine built by Braithwaite in Manchester, Eng., in 1830 for the P. & R. R. R. In 1851 one of these engines, the "Spitfire," was put in the shop to run the machinery while the stationary was repaired.

A pressure of only 45 pounds was allowed to be used on the old machine lest she blow up.

I was recommended by our M. M. as qualified to make good on the old machine. My pay was to be \$50 per month, big average pay for engineers in those days. I was to have the first new engine the company got, and to run the first passenger train.

The road was officered by the Scranton family, and they were very devout and prayerful people. Everybody they could control had to join church or *lose favor*. After 14 to 16 hours a day on every week day I preferred my gun or fishing rod for Sunday recreation.

Eventually new engines began to come and each one had an engineer and

fireman. I put in my claim for first engine and passenger train and was refused. I at once asked for my time, but the M. M., David H. Dotterer, one of the best men I ever met, persuaded me to stay and keep an extra engine on \$60 per month. I had a cinch. For days I did not go out of the roundhouse. The passenger engineer secured leave of absence for a week and took his fireman with him. I took his engine with my own fireman and before I had gone 100 yards I found out that the bushings had been taken out of the exhaust nozzles. I made my connection all right to the bend and there found the bushings and put them in again. On the last trip of the week I took them out and put them back in the tool box.

The weather became very cold and the water froze up all over the road, and the passenger engine had to cut loose and run for water. A gang of men was put at a point 6 miles from the western terminal to bail water from two dams that were all of 40 feet below the track. Of course, the connection of train was lost. On the return the passenger engine was shopped.

The next morning another engine with her crew was put on the train, and of course, lost the connection. This occurred two or three times and the M. M. told me that Col. Scranton had told him to put me with my engine on the train. I told him promptly I would not take it, and to ask the president if he expected me to *cuss* the train through on time. And I did not go out.

Next morning the M. M. came to me and I thought there was a twinkle in his eye. He said:

"Rauch, I want you to take out the passenger train. You are an extra, aren't you? The "Montrose" has broken her truck frame."

"May I go and see it?" I asked him; and I found broken frame sure enough.

I got my boiler full of water, filled my tank, screwed down my scales to 150 pounds, only carried 120 pounds, had no steam gauges nor pop valves, and left 10 minutes late. Was on time at Montrose, seven miles from end of the trip, and over one-half tank full of

water. Had six miles of 20-foot down grade in my favor. Could easily have doubled the road with *one* tank of water.

When on this run I had the experience with the farmer stopping me at night with a lantern.

People would come out as night with their lanterns and beside the track to see the "ingine and keers" go by.

The road along Martin's Creek had a grade of about 20 feet per mile for 16 to 18 miles going toward Scranton. Frequently at night I checked up my train to see what was meant by a light or two I saw ahead; in fact, I made it a rule to do this, under the old rule of "better to be *sure* than *sorry*."

There was but one station on this piece of track and that stood on the edge of a ravine about 300 feet wide and perhaps 30 feet deep, with a fair-sized mountain stream through it. A rubble stone culvert was built over the creek and a trestle carried the train across on this culvert and an earthen embankment.

One day in December it had rained hard all day and far into the night. I left the bend an hour or more late and jogged along carefully, looking out for trees or rocks on the track. As I neared Martin's Creek Station I could just see a faint light at the station, and I stopped to see a very old man holding up one of the then out of use farmer's lanterns made of tin with no glass, but small holes punched in it to allow the light of the candle inside to show through. My headlight showed the trestle apparently all right, and I asked the old man what was the matter. His reply was:

"I heard a noise from my house and thought this bridge might be broke."

I got off my engine and walked out on the trestle and found the bent that rested on the culvert had lost its support and was hanging to the stringers. The trestles on each side had not been affected. I called the track gang who were quartered close by and in about two hours we had a crib bent that carried us over, although I took the precaution to run the engine over alone before the train was taken.

I will never forget the looks of that old man—long hair as white as milk, wet

through to the skin; and he did his part in helping to build the crib, with the rest of us.

Fraternally yours,

E. J. RAUCH.

Expelled List can be Avoided.

MEMPHIS, TENN., Feb. 21, 1913.

EDITOR JOURNAL: On looking over the JOURNAL every month I see that a great number of our members are being expelled, mostly for non-payment of dues. Now, Brothers, some of this must surely be carelessness on our part, and I think sometimes that the B. of L. E. will soon go to the wall if this is not remedied; and I do not see why it should not be, to a great extent, for I think every member should personally see that his insurance is paid, as this is very important in many ways. I, for one, always look after the payment of my quarterly dues and insurance. I never leave that to my wife, for she might neglect it, and if I have sickness in my family or any kind of trouble that puts me behind so I cannot pay in time I always write my Division asking them to carry me; and I will tell you, Brothers, they will not let you go expelled if you do not impose on them.

When I ask my Division to carry me I am always carried, because just as soon as I get the money I send it to them; and, believe me, I have had to ask them several times, too, for I have been very unfortunate in being cut off the board, and it usually lasts from three to six months, and as usually is the case, there are no jobs to be found, as it is always in the dull season of the year.

I see in the February JOURNAL we had 199 expelled for non-payment of dues, 73 for other causes, and only 31 reinstated.

Brothers, don't you think that is pretty bad? And you Brothers who have wives, mothers and little ones looking to you for support should consider this matter more seriously, for you must remember it is a protection you owe your family as well as yourself to be insured against accidents.

I think that every man owes his family a living, and if we do not prepare for

them while we can it will be too late before we know it.

I would hate awfully to start out knowing that my wife and babies would be entirely at the mercy of the world if I should have an accident and get killed or disabled for life. We all know that charity seldom strikes where it is most needed. There are thousands of dollars given to foreign missions yearly to civilize and educate the heathens, where if it were given to our own poor widows and orphans there would be more happy homes and less poorhouses and little children toiling their bright young lives away in some filthy factory when they should be enjoying the sweets of childhood.

Now, Brothers, let us all use our influence to cut down this long list of expulsions and save some Brother's dear wife and babies from a pauper's grave, which they will surely fill unless protected in some way.

Yours fraternally,
M. Q. MARAMON, Div. 701.

Division 582 Flourishing.

EAST CHICAGO, IND., March 3, 1913.

EDITOR JOURNAL: The general expression in Brotherhood circles in Chicago is, "Angus Brown Division 582 is going some, of late initiating new members." Every member of our Division seems to take great pride in the welfare of our Brotherhood and the strict manner of handling business pertaining to our grand Brotherhood; and we wish that some of you Brothers would make us a call some meeting night and see the way our worthy C. E., Brother Rodgers, makes us go—one, two, three—and hit the ball from the time we open until we close. We are well pleased. Rules are no good unless strictly enforced and it makes us better Brotherhood men.

We travel 25 miles to attend our meetings and try to be on time at least once a month; and when Brother Lewis, our Secretary-Treasurer, gets his eye on you it is, "Well, Brother, call at my desk as soon as possible."

But, Brothers, here while you think everything yours, you get serious

thoughts, when our worthy Chairman of the G. C. of A., Brother Duffy, reads one of those nice letters from our superintendent telling him of some of the most important rules of the company. When our worthy Chairman gets through speaking to us, letting us know precisely what this Brotherhood expects of us, it is very plain and all will understand.

We are going to give a grand ball April 19 in Chicago. You are invited. Come and give us a boost and see the good old Brotherhood's smile that won't come off.

Fraternally,

T. L. KENNEDY, Div. 582.

Bro. S. S. Gritman, Div. 722.

CARBONDALE, PA., Feb. 14, 1913.

EDITOR JOURNAL: Bro. S. S. Gritman was born in Benton Township, Pa., in 1850 and began railroading as brakeman on the Bloomsburg division of the D. L. & W. R. R. in 1868. In 1870 he resigned and took a position as brakeman on the Delaware & Hudson, running out of Green Ridge, Pa.; was promoted to conductor in 1873 and ran there for six years.

He began firing for the D. & H. in 1879, and was promoted to the right side in 1881. He ran a short time and quit to take the contract of putting in a new water line for the D. & H. between Eddy Creek breaker and Olyphant, Pa.



BRO. S. S. GRITMAN, DIV. 722.

In 1887 he began firing for the Erie Railroad, and was promoted in June, 1890, and ran continuously up to September, 1912.

He was offered a position as engineer in Klotz Brothers' silk mill at Carbon-dale, Pa., and as he was getting near the age limit he thought best to accept it.

Brother Gritman was one of the Erie's most reliable engineers and was selected to take the first air-brake train down the heavy grade when they were first put in use.

Brother Gritman is a charter member of Div. 722. Yours fraternally,
J. A. NORRIS, S.-T. Div. 722.

Bro. Patrick Summers, Div. 173, Retired.

OIL CITY, PA., Feb. 15, 1913.

EDITOR JOURNAL: The inclosed photograph is of Bro. Patrick Summers, of Div. 173, who was retired on a pension under the rules of the Pennsylvania R. R., December 24, 1912.

Brother Summers commenced railroad-ing at Warren, Pa., in 1864, being employed as a fireman on the Oil Creek Road. In 1867 he was promoted to the position of freight engineer and in 1874 to passenger engineer, which position he held up to the time of retirement.

The Oil Creek Road changed names and owners several times, and is at present operated by the Pennsylvania R. R. as part of the Northern Division.

Brother Summers joined the B. of L. E. at Erie, Pa., in 1871. When Div. 173 was organized at Oil City, Pa., in 1878, he transferred, and is a member of that Division at present.

He is also a proud possessor of a badge of honorary membership.

Brother Summers was one of the most popular and efficient engineers on the Buffalo division, and always held the confidence and esteem of his employers. He was a fearless runner, his hobby being to be "on time;" but he was never known to sacrifice safety for speed, as his record of over 45 years in harness without any accident of note or injury to a passenger or employee will testify.

He has always pulled an important run and for the past nine years has been on



BRO. PATRICK SUMMERS, DIV. 173.

the "Flyer" between Oil City and Buffalo, the fastest train between Pittsburgh and Buffalo.

Brother Summers looks good for 30 years yet, and it is the hope of his hundreds of friends and admirers that he will enjoy his well-earned rest.

He has two sons engineers on the Buffalo division, Wm. P., Chief of Div. 173, and Charles W., who may well feel proud of the record made by their father.

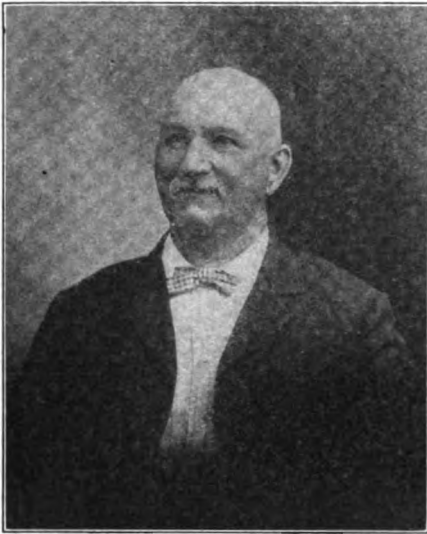
Fraternally yours,
JNO. P. GIBBONS, Cor. Sec.

Bro. Samuel B. Price, of Div. 233.

HAGERSTOWN, MD.

EDITOR JOURNAL: Brother S. B. Price, whose picture accompanies this letter, began railroading on the Western Maryland Railroad in 1867, first as office clerk, then as brakeman for a short time, then fired for two and one-half years, was promoted in May, 1870, ran extra until 1872, when he was given a regular engine and run. Brother Price has been in regular service ever since, 25 years as a passenger engineer. He is now 73 years of age.

Brother Price is one of the charter members of Div. 233, organized October 16, 1887, in which he has always taken a very active interest.



BRO. S. B. PRICE, DIV. 233.

The Brothers of Div. 233 unite in wishing him many more years of usefulness, and finally when he makes his last run may he be welcomed at the great terminal by the words, "Well done, thou good and faithful servant, enter thou into the kingdom of everlasting peace, joy and happiness." Fraternally yours,

W. N. FLEIGH, S.-T. Div. 233.

Bro. John Halbin a Member 42 Years.

BUFFALO, N. Y., Nov. 20, 1912.

*Mr. W. S. Stone, Chief, B. of L. E.,
Cleveland, O.*

DEAR SIR AND BROTHER: In accordance with the policy of the B. of L. E. in giving to those of their members who have been identified with the organization for 40 or more years honorary membership in the Grand Body, I should be pleased to receive such membership to which I believe I am entitled by the following record:

I entered the service of the N. Y. C. & H. R. R. November 1, 1856, as general utility man at the Black Rock Station, and occupied that position until May 10, 1857, when I was transferred to Suspension Bridge, N. Y., as assistant baggageman, in which position I served two years. Then I took charge of a yard engine at that place and continued



BRO. JOHN HALBIN, DIV. 358.

in that service for five years and three months. Was then given a position as fireman and remained employed as such both in the yards and on the main line for six and one-half years. Was then promoted to hostler, which position I filled for one year and two months. Was promoted to engineer September 1, 1870, and continued in that capacity until September 1, 1907. I joined the Brotherhood in 1871 and am still a member in good standing of Div. 328.

Truly and fraternally yours,

JOHN HALBIN.

Bro. E. L. Hoff.

ELKHART, IND., March 8, 1913.

EDITOR JOURNAL: I have inclosed photo and a short biography of the life and services of Bro. E. L. Hoff.

Brother Hoff began his railroad career when he secured a job of firing on the M. S. & N. I., now the L. S. & M. S., in 1862. Two years later we find him in the oil fields of Pennsylvania running a derrick engine.

He was persuaded to invest considerable money in the oil enterprise, all of which he lost. Coming to Michigan again he secured employment as a locomotive engineer with contractors Gardner, Gross & Wells, who were building

a railroad from White Pigeon to Kalamazoo, Mich.

It was in 1868 when the road known as the Grand River Valley, to run between Jackson and Grand Rapids, Mich., was started, and the contractors of that line, Cable & Doby, bought a locomotive of the contractors first named. This engine happened to be the one that Brother Hoff was running, and he was sent with her over the Michigan Central from Kalamazoo to Jackson.

When he delivered the locomotive to the new purchasers they offered the Brother one dollar per day more than the White Pigeon and Kalamazoo contractors had been paying him, so he remained with the new company until after it was absorbed by the Michigan Central Company.

Master Mechanic Chandler of the Central induced the Brother to leave the Grand Rapids branch and go to work on the main line. He was soon put into first-class service on a run then known as evening and night express, which he held until the year 1880, when tyrant Edgerley, then M. M. of the Central, told him he would have to quit the B. of L. E. or lose his job. He quit.

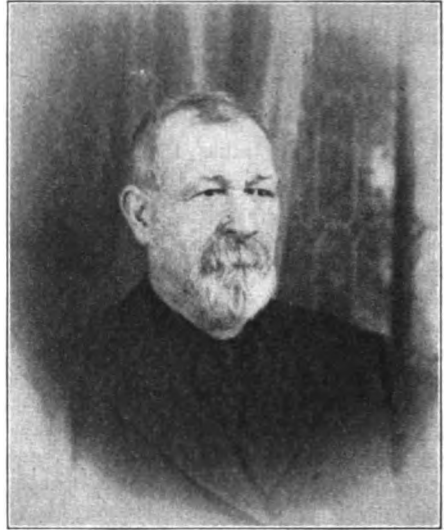
During the summer of 1881 he had charge of a locomotive on the Northern Pacific, running between Brainerd, Minn., and Fargo, N. Dak.

In the winter of 1881 and 1882 he was in the employ of the Gulf, Colorado & Santa Fe, out of Galveston, Tex.

In May, 1882, he went to work for the Grand Rapids & Indiana Railway Co., running out of Grand Rapids, Mich., where he remained 30 years. Reaching the age limit, he was retired according to that company's rules on a pension for the balance of his life.

Brother Hoff was initiated into Div. 2, B. of L. E., which was at the time located at Marshall, Mich., sometime in 1870 or 1871, the exact year the Brother has forgotten.

During Brother Hoff's career as a locomotive engineer he had a number of close calls for his life. When employed on the Grand River Valley he had two bad wrecks, his engine turning over both times. On the evening and night



BRO. E. L. HOFF, DIV. 286.

express of the M. C. he was knocked from the gangway of his engine by a standpipe. On this occasion he did not recover consciousness until five days afterwards, and was off duty for six months.

Shortly after going to work for the G. R. & I. his engine was ditched by a small tree. In this wreck our Brother was badly scalded, and was off duty about three months.

Two or three years later when running as a double header on snow-plow, both engines and plow were ditched, both engine crews coming out without injury, which was considered nothing less than a miracle by all who had a chance to size up the wreck.

No blame was attached to Brother Hoff for any of his mishaps. To the writer, who is familiar with all the unfortunate accidents above narrated, it seems a little short of wonderful that the Brother could have gone through with any one of them and come out with his life.

Brother Hoff has kept a continuous membership with the B. of L. E. during all these years, and is entitled to the badge and an honorary membership in the G. I. D.

The address of Bro. E. L. Hoff is 568 Ionia street S. W., Grand Rapids, Mich.

He would appreciate very much a letter from old-time friends.

Fraternally yours,
J. W. READING, Div. 286.

Bro. John Gillies, Div. 122.

EDITOR JOURNAL: Forty-one years at the throttle, guiding steel-clad monsters over the rails with the lives of countless thousands of passengers dependent upon his skill and watchfulness, and with never an accident marked against him—this is the record of John Gillies, 217 West Ganson street, Jackson, Mich., an engineer on the Jackson-Pontiac division of the Grand Trunk Railway, who holds the distinction of being the oldest employee in point of service in any branch of the entire Grand Trunk system.

Engineer Gillies is 64 years of age, and is a Canadian by birth. He was born June 13, 1848, on the bank of the Thames river in a little log house, and here he lived with his parents until 1863, when he set out to make his own way in the world.

He first went to South Hampton, Can.,



BRO. JOHN GILLIES, DIV. 122

taking a sailing vessel from that point to Port Sarnia. At the age of 16 years, February, 1864, he went to work for the Grand Trunk Railway in the fuel department, where he remained until, 1866, when he entered the roundhouse at Point Edward as a helper. While employed as helper in the roundhouse he joined the Grand Trunk brigade of volunteers, working in the roundhouse by day, and at night he patrolled the shores of Lake Huron for a period of two months. For his services he was presented in 1904 with 160 acres of land and a silver medal by the Canadian Government. The medal bears a portrait of Queen Victoria on one side and a reproduction of the British flag on the other.

In September, 1867, he started firing, and his first experience was in keeping up steam on a wood-burning engine, which he fired from that time until 1870, serving under one engineer during the entire time, during which time he became a charter member in a local lodge of the B. of L. F. In February of that year he was promoted to engineer in the yards and worked at changing gauge of wheels from broad to narrow and from narrow to broad on the engines of trains going to and from Canada, for at that time the gauge of the track in the two countries was not the same.

In 1871 he made his first run as an engineer at the throttle of a freight engine between Point Edward and Toronto. On this first trip he was badly scalded by the breaking of a gauge glass, and was rendered helpless for several months. Despite the fact that he had not fully recovered from his injuries he resumed work in June of the same year, running between Point Edward, Stratford, Brantford, Goderich and London, and owing to his condition his fireman had to throw the throttle for him.

In 1880 he was transferred from this run to Fort Gratiot, United States, and took the throttle again on a freight run between this point and Detroit, being transferred in 1881 to a run between the latter city and Valparaiso. Scarcely had he become acquainted with the track when he was again transferred to a run between Pontiac and Lenox.



BRO. A. C. HATCH, DIV. 672, AND CONDUCTOR JOE SETTON.

The Michigan Air Line division of the Grand Trunk, between Jackson and Pontiac, was completed in 1883, and the first passenger train was guided over the rails by engineer Gillies, who has remained on the run since that time, moving with his family to Jackson in 1884.

Engineer Gillies was presented last November with an honorary badge of membership by the Grand International Division of the Brotherhood of Locomotive Engineers, of which Order he has been a member for forty years and eight months.

He first joined the Order June 1, 1870, at Toronto, as a member of Div. 70, from which he was transferred to assist in the organization of Div. 188, at Stratford, being transferred from this Division to Fort Gratiot to help organize Div. 122, of which he has since remained a member.

Engineer Gillies was married in 1874 at Point Edward, and his family consists of his wife and two sons, Wilson P., of Spokane, Wash., who has followed in his

father's footsteps as an engineer, and Duncan H., of Jackson, who is a machinist by trade.

Until last summer Brother Gillies had never asked for a vacation, and has never been off duty a single day, excepting upon the death of relatives. He applied for a vacation, and with his wife made a trip to Toronto and Eastern points.

His record in the service of the company is one of which any man might be proud. Never has he raised his hand against any man, but rather has he held out the hand of fellowship, ever ready to aid a fellow workman, and working always in the interest of the company. No greater evidence of this is needed than the high esteem in which he is held by his fellow employees and the officials of the company, who one and all dearly love this veteran engineer, whose only hobby besides his engine is the raising of flowers, in which he takes a keen delight.

Fraternally yours,

D. A. SMALL.

My Experience as a Boss.

BY J. W. READING.

(Continued from March JOURNAL.)

The wreck of our snow plow was the last of the most serious of our misfortunes for that winter of 1902 and 1908. There was another occasion when I had my nerves jarred worse than any other time in my life.

About 5:30 one afternoon the report came by wire that an operator had given a clearance when he held a "will meet" order. This operator had an order that westbound train consisting of 30 cars of logs would meet eastbound train with empties at his station, and in spite of the fact that he had hung out a red light and had the written order lying on his desk he gave the conductor of the log train a clearance and did not discover his mistake until train had gone one-half mile from station; then he ran out on track and swung his red light in hopes that he might attract the attention of trainmen on caboose. Not succeeding in this, he called up first telegraph station west and found that eastbound train had

left that point and it was only a few moments later that everyone around general office looked for the worst calamity in the history of the road.

At this time I had learned enough about telegraphy so that I could pick up quite a little of the business going over the wire. I had a key on my desk and a sounder so situated that both my clerk and myself could hear it.

The telegraph line was established after I took charge of the road, and the clerk, as well as myself, desiring to learn telegraphy, a key was installed on each desk with one sounder, as before mentioned.

In my room near roundhouse I also had a key and sounder placed so that I might know what might be wrong down the line at night.

We had a dispatcher during the day only, and before resigning my position with the lumber line I was able to handle what little night work was required. On two or three occasions during my last year and a half with the company the wire knowledge that I had gained proved to be of considerable value in train delays, wrecks, etc. I caught enough of what was told dispatcher by the operator who had let the train get away to know that only some kind act of Providence would prevent a collision that would not only wreck a couple of our locomotives and a number of cars, but would surely cause the death of some of our employees.

I was already prepared for the worst when the dispatcher called me by phone and explained in detail.

The following 40 minutes seemed 40 hours, and I would not go through it again if possible to prevent it. No job nor any amount of money could induce me to hold a position where I would ever be liable to go through another such ordeal.

The westbound train had a light grade to climb at first, but after going about one mile then there was a descent of about 60 feet to the mile and this hill was about five miles long. Only a few of our cars had airbrakes, and on this occasion the locomotive and two or three cars were all the braking power we could

rely upon, excepting the caboose, of course. The logs, as a rule, were so loaded or had been shifted after loaded so that hand brakes were unavailable, and even when available it was almost impossible for a brakeman to get from car to car over the logs after train got to moving over 15 or 18 miles an hour.

In spite of our best efforts at this time we could not prevent our 30 loaded cars going at too great a rate of speed before reaching the bottom of this hill, and many logs were spilled off on account of the lack of braking power.

We had it figured out that our westbound train would be half way down this hill when they would meet the eastbound train. There was not over eighty rods of straight track anywhere on the hill, and we had no hopes of either seeing the other in time to prevent getting together and feared for the lives of those on both engines, particularly the engine crew and head brakeman on westbound train. If the crew on loaded train jumped it appeared that they could not see the other in time to get away from the logs that would be certain to unload promiscuously the whole length of the train. We had hopes that inasmuch as the eastbound train would be going slow, the boys on that engine would have a show to get out of the way. As for myself, I was so sure that serious injuries and death were to come that I rapidly figured out a plan of procedure; had in my mind, settled upon the party whom I thought would be the best fitted to convey the sad news to the wives or near relatives of the injured or dead. Had partly arranged for the return of our only engine west of the wreck and which was then about due with our mixed train. I did more figuring and planning in that forty minutes than I would have been able to have figured out in forty hours under normal conditions, and got a shock to my nervous system that I have not fully recovered from yet.

As near as I can remember it was just about forty minutes after that operator had told us of letting the train get away that he wired in that the westbound train was backing down the hill and that

he was sure that no damage had occurred.

As mad as I was at that operator, I felt sorry for him. The ordeal through which I had passed I felt sure was nothing to what that poor fellow must have suffered, and it is possible that there had not nor ever would be again a sight so welcome to his vision as the red lights on that way car as they gradually grew larger while train drifted back slowly to his station.

It was nearly dark when the loaded train broke over the top of hill, but before it had gained much headway the engine crew noticed the banks of coal smoke over the hills and caught the reflections of light from the firebox of eastbound locomotive when the fireman opened the door to put in a fire. In spite of every effort at the command of the engine and train crew of that westbound train, they got nearly one mile down the hill before they got stopped and when both trains were stopped there was a space of about four car lengths between pilots. It was necessary for eastbound engine to assist westbound engine to get its train back to top of hill, and to do this a railroad tie had to be used, as pilots would not admit of making a coupling direct.

This particular occurrence taught me more than any other one thing in my life the burden that often comes with official responsibility. It taught me that it is not always a pathway of roses that the man higher up found open before him. There are, no doubt, those in authority who could and who do place the responsibility squarely upon the shoulders of those unfortunate enough to make mistakes, and who give accidents, even where loss of life results, but little more than passing thoughts. However, it is my belief that many, like myself, take upon themselves more of the griefs and burdens than they should allow themselves to do, which is nothing more or less than the other extreme from those who could smile in the midst of death. The first may find the roses; the second tread upon thorns.

It has always seemed to me that no man's heart was quite right that did not

beat in sympathy with those of mankind in general, and particularly with those who might be termed co-laborers.

For my part, I cannot see why a little more authority and a little more pay should so exalt a fellow being that he no longer entertains the retrospective, and his sympathies must drift on a higher level than that occupied by the common herd. No such a man ever lost his love for his fellow workers. He never had any for them. Nature never ordained that man should ever lose that of which he was never possessed.

There is more or less of the brute that is mixed up in the makeup of the human race. The brute force creeps out here and there, and when it does sympathy has lost out and hearts are made to ache.

The selfishness of man is nothing more or less than the brute instinct which has never been eradicated. He who would do right must be willing to sacrifice in the interests of those less fortunate. In the helping of others he should find his greatest happiness. In a heart made glad there will ever be found a vision that reflects a joy. It is the only religion—the only creed. "To do unto others as we would like to be done by" is the most sacred law of mankind.

But once before in all my thirty-three years and three months of railroad service did I have anything of such a nerve-wrecking nature as I had while I waited to hear the worst as those two trains neared each other.

The first and only other occasion of a like nature was when I was compelled to make a desperate effort to stop my train to avoid killing a baby about two and one-half years old that had wandered onto the track. With the baby the suspense was short, but the nerve strain something awful.

On a local freight, with about twenty cars, I neared a flag station where we seldom stopped and where it was customary for the agent to come out and flag if he had anything for us. If we got no signal from conductor and agent was not out we did not even slow up, and on this particular occasion, when station whistle was blown, conductor from caboose

signaled go ahead, and as no agent appeared, I did not shut off steam. While looking for the agent I saw an object on the track which I took for a dog. When I got a little nearer the dog proved to be a baby toddling along the center of track and coming toward me. I had no air only what was on the engine, but plenty of sand and a dry rail. The sand, airbrake and reverse lever all did business on this occasion, and they all went into action at once.

The hind brakeman was shot through front window of cupola of caboose. The conductor said I had unjointed his neck. Everything movable and unmovable in that caboose, which included the stove, tried to get out of the front door. I had good help from the train crew, as the boys said afterwards that they knew something very much out of the ordinary was wrong up ahead.

The fireman got down on pilot with the intention of picking up or throwing the child from tracks. For 80 rods that engine worked in back with wide open throttle and brakes applied. The drive wheels did not skid, which was due entirely to the heavy flow of sand. It was something very much out of the ordinary for a reversed engine and driver brakes not to slide driving wheels. Were I inclined to be superstitious I might say that some unseen power interposed to save the life of that child.

The pilot of the engine was just one rail length from the "tot" when we got stopped. Perspiration in drops as large as doughnuts was standing out all over my "dome of thought." I got down on the ground with difficulty and believe I could have been knocked down with a feather. I was actually so weak that I could hardly pull myself back up on the locomotive, and it was several days before I got entirely over it. I was having my scare renewed by my dreams as I slept.

I have run down adults before and since, none of which ever startled or excited me to any great extent.

I had a girl baby in my own home about the same age as the girl baby I came so near killing, and my first thoughts on

seeing the child were, "My God, if that should be my baby."

When my nerves began to relax after the 40 minutes waiting for some awful news I was in the same condition, only worse, that I was when the baby was saved.

I hope that I may be delivered from any more such experiences what few years remain for me among the living.

(To be continued.)

Railroad Men's Home.

HIGHLAND PARK, ILL., March 1, 1913.

EDITOR JOURNAL: The following donations were received at the Home during the month of February, 1913:

G. I. A. DIVISIONS.

Div.	Amt.
43.....	\$10 00
462.....	3 20
Total.....	\$13 20

SUMMARY.

Grand Division, B. of L. E.....	\$ 75 00
Grand Division O. R. C.....	287 66
G. I. A. Divisions.....	13 20
O. R. C. Divisions.....	12 00
L. A. to O. R. C. Divisions.....	28 00
B. of R. T. Lodges.....	26 00
L. S. to B. of L. F. & E. Divisions.....	10 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 456, B. of R. T.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00
W. J. Van Hees, Div. 193, B. of R. T.....	1 00
J. C. Van Hees, Div. 159, B. of L. F. & E.....	1 00
J. F. Clark, Div. 441, O. R. C.....	1 00
R. L. Lewis, Div. 676, B. of R. T.....	1 00
Total.....	\$ 458 86

MISCELLANEOUS.

Two boxes cigars from Bro. A. H. Reiger, Div. 138, B. of L. F. & E.

Eight dollars from Div. 81, B. of L. E., to apply on the cost of erecting a headstone over the grave of our late Brother, Philip Wilcox, of that Division.

Two sheets and 1 quilt from Bro. Peter Kline, Div. 312, O. R. C.

Twelve sheets and 24 towels from Div. 485, G. I. A., McKees Rocks, Pa.

One gross of Standard and 1 gross of Peerless smoking tobacco from the F. F. Adams Branch of the American Tobacco Company of New York.

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas. & MGT..

Railroad Men's Home.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 227 18th avenue, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 1509 Morse avenue North Side, Chicago, Ill.

Springtime.

MABEL ANDERSON.

Fresh on the snowy air the blossoms burst,
The wayside shows a touch of living green;
The honey-bee for wonted sweets athirst
Comes humming like a housewife to the scene.

The crimson of the maple shoots.
A royal lineage might claim;
The hidden fires that feed the roots,
Show in the buds like tongues of flame.

A host of woodland odors fill the air,
And something like a stirring prophecy
Is borne upon the breezes everywhere
Like promised freight from some far sunny sea.

Upon the old elm-tree a robin sings,
Unmindful of the transient clouds that lower;
The swollen brooks leap up like sentient things,
And Nature's wonders deepen hour by hour.

The Spring has Come.

When April awakens the blossom folk,
And bluebirds are on the wing,
Hepatica, muffled in downy cloak,
Hastens to greet the Spring.

With the coming of April, spring is in the air, and the ice-bound rivers begin once more their march to the sea. All nature is awakening and taking upon it new life, and now, when the clouds have melted away in the sunlight and all is bright and joyous, we should share in the general gladness and in the spring glory that has dawned upon the world.

When everything in nature is glad, when the birds are singing, when the flowers are breaking into bud and blossom, and the laughter of children sounds like music, it would be strange if all of us could not join in the spirit of the season and let its influence be felt in our hearts. Those living in climates where they have no change of seasons, surely miss something out of their lives. The gradual change from winter to spring is one of wonder and delight, and April with its gentle showers intermingled with its days of sunshine seems to bring a new life to the world. It is the peculiar time of the year that brings with it the desire to renovate and brighten the home and its surroundings.

When this is done we look forward to the long, restful summer, with its vacation time and flowers all abloom. So we greet the spring, with its smiles and tears, as we put the winter behind us and remember it with gratitude as the tonic that has enabled us to meet the requirements of this new season of the year.

M. E. C.

Ohio Union Meeting.

The fifth Ohio union meeting was held at Dennison, February 19, under the auspices of Division 291. Nineteen Divisions were represented, with 125 members.

Sisters Murdock, Cassell and Janney were there to represent the Grand Office. An all-day meeting was held, and Div. 291, with the President, Sister Ward, in the chair, certainly deserve credit for the splendid manner in which they ful-

filled all promises made when we were invited to hold the meeting in Dennison.

A leading merchant donated a cut-glass dish to be given to the Division having the largest delegation, and it fell to Div. 116, of Columbus.

Sister Kuhn, of the same Division, drew the lucky number in the nickel drill and was the recipient of a lovely centerpiece. It was a red-letter day for 116. All in all the meeting at Dennison was one grand success.

Conservation of Energy.

"Yes," said the old man, "I find my strength is failing somewhat. I used to walk around the block every morning, but lately I feel so tired when I get half way round I have to turn and come back."

—Robert E. Brady.

The New Farming.

A woman came into possession of 80 acres of land. Persons acquainted with the land commiserated her. The soil, originally thin, had been almost exhausted by continually cropping without fertilization. "It's all you can do to raise an umbrella on it!" one candid neighbor informed her. And not all of the eighty was tillable. Part of it was occupied by a pond which had been there from time immemorial.

Being a woman and knowing little about farming, the new owner began to inquire. Her inquiries soon led her to the state agricultural college. Then she amazed the neighborhood by hiring men to dig the marl from the edge of the pond and spread it over part of the farm. Some thought she was crazy; others were moved by compassion to remonstrate with her. The land was poor enough anyway. Why ruin it altogether by spreading that muddy stuff over it—besides throwing away much good money for labor and haulage? She persisted, however, and threw away some more money for commercial fertilizer. Then she sowed the fertilized part of the farm to alfalfa, and in forty days had a beautiful crop ten inches high—the first of three crops that year.

The marl was mostly lime, which was exactly what that sour soil needed to grow alfalfa. The woman, in short, farmed with her mind and succeeded, where her predecessors had farmed with their muscles and failed.—*Saturday Evening Post*.

An Accomplished Girl.

It is a common complaint among people who engage girls for domestic work that they promise everything and do nothing.

Many a housewife has been almost driven to distraction because her "new girl" could neither bake, wash nor iron in a satisfactory manner, although she came highly recommended. It must have been an agreeable relief to encounter a girl who made no pretensions, as in the following anecdote:

A young Norwegian girl, after a two days' sojourn in Castle Garden, secured a situation on trial. In attempting to acquaint the girl with the character of her new duties, the lady of the house was amazed at her ignorance. She could neither cook, wash, iron, sweep—in fact, it seemed as if she could do nothing but eat and sleep.

Finally in despair the lady asked:

"Is there *anything* you can do?"

"Oh, yes," answered the girl with brightening face, "I can milk reindeer!"

In Former Days.

The songs that mother used to sing.

Although she never brags,

Were sixty times as good, by jing.

As our new-fangled "rags."

—*Youngstown Telegram*.

The lickings father used to give

Were twice as hard, I vow;

But then the kids were twice as bad

As what the kids are now.

—*Los Angeles Express*.

The pies that mother used to bake,

Although she never brags,

Were better than the kind they make

Inside those paper bags.

—*Milwaukee Sentinel*.

The pipe my father used to smoke

Was some pipe, my good men,

I lit it once, just for a joke—

I never did again.

—*Springfield Union*.

War tales my Grampap used to tell
Were 'stonishing, you bet.
They beat Munchausen's all to smash,
Or any man's born yet.

—George Groeber.

The votes that women want to cast
Are on the way as yet;
But when they all troop in at last
A pace to men they'll set.

—Maude Murray Miller.

O That Memory.

A woman may say that she will forgive and forget, but she will never let you forget that she forgave, H. S.

Let's.

Let's be more earnest, beginning today;
Earnest in labor and earnest in play;
Earnest in action and earnest in thought,
Doing and thinking the things that we ought.
Let's each be earnestly honest with each;
Let's be sincere and well-meaning in speech;
Let's know so very much worth while and clean

We'll never talk about anything mean.
Let's be so busy we'll never have time
For deeds that belittle, tales that begrime.
On our own tasks let's all be so intent
There'll be no moment unworthily spent.
Let's find so much that's uplifting and kind,
Wise and constructive to busy the mind,
That thoughts suspicious, unfriendly, and wrong

Cannot have lodgment and cannot belong.
Now, each one of us has some duties to do—
Can't do them and those of other folks too;
So let's do our own, and with all our might,
And while we're doing them let's do them right.

True, there be neighbors with moles in their eyes;

Let's be consistent and not criticise.
True, there be many afflicted with flaws;
But let's not judge them, because—well, because.
JAMES RAVENSCROFT.

New Division.

DIVISION 534, HAVRE, MONT.

Division 534 was organized at Havre, Mont., on February 4, with 20 charter members. Sister J. F. Bywater was the Organizer, assisted by Sisters Hill, Rumbaugh, Byrde, Hurd, Seilinger, Carter and Grimes, of Div. 325, of Great Falls, Mont. The Division was fully launched in the afternoon and in the evening the visitors were royally entertained by members of the new Division and their husbands in Chestnut Hall. The even-

ing was spent in dancing, and a sumptuous banquet was served.

The following day a meeting was held for instruction in floor work, which the new members readily grasped with credit to themselves and their instructor.

MEMBER OF DIV. 325.

Special Notice.

By an oversight the amount of money contributed by Div. 285 in 1910-11 has been omitted from the report sheet of these years, and in behalf of the Division I wish to state that during these years they contributed \$101.60 to charitable purposes. Fraternally,

MRS. W. A. MURDOCK, Grand Pres.

Installations of Officers.

DIVISION 272, JAMAICA, N. Y.

Division 272, of Jamaica, N. Y., held a public installation on the evening of January 4. Brothers of Div. 269 and families were present.

Sister Fordham, acting as installing officer, appointed as Marshal Sister W. White, Sister Flannigan as Chaplain, Sister Mead as Musician.

After installation our President, Sister Tait, presented our retiring President with a Past-President's pin and cut-glass set as a token of love from the Division. Our President was also presented with a beautiful bouquet.

Cushions bearing the star and crescent, made by Brother Fordham, of Div. 269, were presented to our Treasurer, Insurance Secretary and Marshal.

This was followed by the penny drill, in which all Brothers and Sisters joined.

An entertainment and refreshments then followed with Sisters Forbell, Acklerly, Mead and Quackenbush serving on the committee.

Div. 272 sends best wishes for a prosperous year to all sister Divisions.

A MEMBER.

DIVISION 233, BANGOR, ME.

Oriental Division 233, Bangor, Me., held a public installation at Royal Arcanum Hall. The work was exemplified in a very pleasing manner to a large audience. Remarks from Brother Griffin,

First Assistant Grand Chief of the B. of L. E., and Mr. McNamara, Grand Vice-President of the B. of L. F. & E., were listened to with pleasure. Refreshments were served and a social hour enjoyed. All voted 233's first public installation a success, with the hope that it would be repeated each year in the future.

G. D. N.

DIVISION 359, LINCOLN, NEB.

Division 359, Lincoln, Neb., held a public installation and banquet for members and friends in January. Sister J. S. McCoy was Installing Officer and Sister E. J. Johnson, Marshal. Both did their work to perfection. In the dining-room tables were set to accommodate all present. At each plate there was a favor, which upon opening proved to be a small paper hat. Each one was requested to wear the hat, which caused much merriment, as many of the Brothers had trouble in keeping them on. After the feast the rest of the afternoon was spent with games and music. It was a delightful afternoon for everyone who attended.

SEC.

DIVISION 321, MANCHESTER, GA.

The annual installation of officers of Div. 321, Manchester, Ga., was a delightful social event. The affair was held in Odd Fellows' Hall, which was attractively decorated for the occasion. One hundred and twenty-five guests were in attendance and enjoyed the splendid orchestra that furnished the music during the evening.

The instrumental selections rendered by Mrs. J. A. Murphy and Miss Alma Murphy added much to the entertaining qualities of the program. Mrs. Wm. M. Bryan and Miss Hollis McKinney gracefully served at the punch table, and after installation ceremony a tempting lunch was served. Mrs. Hugh Orr, of Manchester, was the Installing Officer and Mrs. J. M. Lee acted as Marshal.

DIVISION 407, MONTREAL, CAN.

Division 407, Montreal, Can., on January 8, held their public installation, to which members of Divisions 258 and 689 B. of L. E. and their wives were invited.

This was the first attempt at anything of this nature by the Division but it proved a success.

Sister Rutherford's work as Installing Officer was without a flaw, and her memorizing the part to perfection deserves untold praise. Sister Robinson, as Marshal, did the work to a nicety.

After the ceremony Brother Cobb, of Kenova, general chairman of the Canadian Pacific Railway, delivered an address which was quite pleasing to those present. Other Brothers also responded to the call for remarks.

The ladies had prepared a nice lunch, which was appreciated, after which the guests indulged in cards.

Div. 407 has decided to hold the secret session on the second day of the union meeting to be held here the coming summer.

Div. 407.

DIVISION 362, ST. THOMAS, CAN.

Division 362, St. Thomas, Can., had a well-attended meeting on January 23, it being the occasion of installation of officers.

Mrs. Joe Gant, Treasurer for the past four years, was presented with a set of sterling silver spoons, and Mrs. John Logan, our Musician, received a similar gift. Both Sisters were taken by surprise, but made a suitable acknowledgment.

We then marched down to the dining-room, where we found 50 Brothers waiting for supper. Soon all were made happy over the choice viands prepared by the Sisters. Bro. Jas. Black was toastmaster. After thanking the ladies for the honor conferred he called upon Mrs. Coulter, Secretary of the Division, who read a splendid address eulogizing Mrs. D. Meadows for her splendid service as President for four years, and presenting her with a cut-glass cream and sugar set and silver tray.

The President was taken by surprise but managed to respond in a gracious manner. Brother Black then called upon several Brothers and Sisters and some splendid remarks were made. Cards were played until 10:30 p. m., and the guests departed after voting the evening a most pleasant one.

D. M.

Afraid of Moonlight.

"The majority of Porto Ricans have instilled in them from earliest infancy a superstitious dread of the full moon's rays," said a business man who has just returned from that country.

"It is a curious sight to the American visitor to note men and women going along the streets and highways of the island with umbrellas raised over their heads in the lone watches of the night, and the more brilliantly the moon is shining the greater will be the number of people who are thus protecting themselves from her beams. Out in the sequestered rural districts a gay mounted cavalier will be met at midnight, his bridle rein in one hand and an upraised umbrella in the other. It looks weird and also ridiculous, but the natives do it for a peculiar reason. They are possessed of the conviction that Luna's full light striking upon mortals is almost sure to make them mentally unsound—that is to say, lunatics—and that is why they interpose a shield between them and her dazzling brightness.

"To sleep where the moon could shine full upon one is, in the view of a Porto Rican, to tempt fate, and it would be a daring one who could be hired to do it for any consideration."—*Baltimore American*.

Bird That Never Flies.

The ostrich, because of its resemblance to the camel, has been said to be the connecting link between beasts and birds. There is a horny excrescence on the breast of both the dromedary and the ostrich, on which they lean while resting; they have similarly formed feet; the same muscular neck; their food is much the same, and both can go an incredibly long time without water.

Moreover, an ostrich never flies, nor is it possible for it to lift itself from the ground in the slightest degree by the use of its wings; but like the camel it is very swift-footed. In its native country the shells of the eggs afford almost the only household utensils used. An egg will weigh from three to four pounds and is equal to two dozen hens' eggs.

It requires 35 minutes to boil one, and longer if required hard. A fresh egg is worth \$25.

The keeper of an ostrich farm says the birds are the only things he ever tried that he has not succeeded in taming. They are known to live to be 75 years old, and some think they will reach 100. They are about eight feet in height. Their hearing and sight are very acute, and these seem to be about all the sense they are blessed with. Their legs are very powerful, and are the only weapon of defense; when they attack an enemy they do so by kicking, but always strike forward and never backward.

The choice "ostrich feathers" are found only in the wings; the undressed feathers vary in price, having been as low as \$25 per pound and as high as \$300, and there are from 70 to 90 feathers in a pound. A single bird rarely furnishes more than a dozen fine feathers; and the birds themselves, if fine ones, are valued at \$1,000 per pair.—*Our Dumb Animals*.

Mamie's Revenge.

Hammond Egger was desperately in love with Mamie, but he figured this way: If he invited her to the theater it would cost \$2 each for seats, or \$4 in all, and in addition he would have to pay car fare, at least \$1 for a bite after the theater, and possibly he would have to pay for a small bunch of violets. He could have just as much fun at the theater alone for 50 cents. If he invited her to go to Bronx park she could look at all the animals for nothing, and the only cost would be for car fare and perhaps a soda. So he asked her to go to the park.

Mamie looked him over thoughtfully for a while and then said: "I've been there."

"But you can go again," said Hammond, who, no matter how parsimonious he might be in other matters, was generous in conversation. "Just now everything is beautiful, and a Sunday afternoon in the open air, in such superb surroundings—"

"Oh, all right. I ain't got anything against the park, but I was thinking of your hints about the theater!"

"It's the finish of the season," he said

hastily, "and you know there is nothing left but odds and ends. Besides, why should we waste time indoors when we can be out in the bright, glorious, free sunshine?"

"Oh, it's free, is it?" she said. "Well, I'll go."

So they went. But when they got off the train at the end of the line Mamie decided that it would not be worth while walking to the park entrance, and they rode. This cost 50 cents at the very start and Hammond wept inwardly. At the gate, too, she insisted on buying a guide, so they would know all about the animals they were going to look at. This cost a quarter. It was even worse when they came to the elephant's walk, for Mamie fell in love with the camel, and it was not until she had ridden ten times, at a cost of \$1.50, that she was satisfied. This had exhausted her and twice-cream sodas were necessary before she recovered. Then the sodas gave her an appetite for solid food and silently and moodily Hammond followed her to the restaurant. When the afternoon was over he began to figure up. It had cost him nearly \$8.

Mamie was not talkative, nor did she seem to be particularly happy. Suddenly she said:

"Do you know why I did this?"

"No," he answered. And then, pretending it had not wounded his pocket-book and feelings, he added, "Did what?"

"Made you spend this money. Well, I'll tell you; because you wanted to play cheap, and I saw it. I wanted to teach you that no matter where she goes a woman can spend money if she wants to. If you had not tried to be so close I would not have dreamed of it. I never sit in a seat at the theater that costs over a dollar. I don't go out to supper after the theater, because I always want to get home early, having to work next day. So that's why I did it. This is my station. You needn't bother seeing me home. Goodby."—*New York Press*.

Motherly Care.

The judge of the juvenile court, leaning forward in his chair, looked searchingly from the discreet and very ragged

pickaninny before him to the ample and solicitous form of the culprit's mother. "Why do you send him to the railroad yards to pick up coal?" demanded his honor. "You know it is against the law to send your child where he will be in jeopardy of his life."

"Deed, jedge, I doesn't send 'im; I nebber has sent 'im, 'deed——"

"Doesn't he bring home the coal?" interrupted the judge, impatiently.

"But, jedge, I whips 'im, jedge, ebbery time he brings it, I whips de little rapscallion till he cayn't set, 'deed I does."

The careful disciplinarian turned her broad, shiny countenance reprovingly upon her undisturbed offspring, but kept a conciliatory eye for the judge.

"You burn the coal he brings, do you not?" persisted the judge.

"Burns it—burns it—cose I burns it. W'y, jedge, I has to git it out ob de way."

"Why don't you send him back with it?" His honor smiled insinuatingly as he rasped out the question.

"Send 'im back, jedge!" exclaimed the woman, throwing up her hands in a gesture of astonishment. "Send 'im back! W'y, jedge, ain't yo' jest done been told me I didn't oughter send my chile to no sech dangerous and jeopardous place?"
—*Youth's Companion*.

A Tribute to a Wife.

The following from the *Whitewater Register* is in line with the writer's thought and experience, hence it is reproduced in these columns.

One of our oldest citizens had just been reading the luridly written account of the most married and divorced woman in America and had put down the paper with a sigh. His wife, who had been his companion for over fifty years, turned to him and said a little anxiously: "I do wish, father, you wouldn't read that fine print, it always makes your head tired." After another deep sigh the reply came: "It wasn't the fine print, mother, nor what I was reading, exactly, but what the reading made me think of, that made me feel a little mite bad. Here's the story of a woman who has been married and divorced six times and it just seems

awful to think of. I'm not thinking or saying that divorces are always wrong for I know some folks that could save themselves a lot of suffering if they could leave each other, but goodness, mother, just think of it, what chance do these folks who get divorced have to make a home? It takes years to make a home that is a home and it takes two people who are able to pull together to get the thing started and keep it going. We've been married 51 years, you and I, and it took a good part of that time to make our home what we wanted. But it is a home, isn't it, mother? And it's because you have been here all the time and have learned to know me well enough to get along with me that I've enjoyed it so much. But these folks who get divorced, Lord help 'em! They don't know the meaning of what home is. I know we have had each other a long time, mother, and we've been blessed more than some folks have, but what I should do if you should leave me I don't know. It wouldn't be the housekeeping I should miss most, t'would be not seeing you and hearing your voice, it just wouldn't be home no more if you should go."

He reached out his hand and "mother" took it and held it in both her own and they were sitting thus when an always welcome neighbor came in unceremoniously and greeted them with her cheerful "Good evening, folks." The old couple smiled her a welcome and the old man said: "I was just telling mother how comfortable she's been to get along with all these years."—*Whitewater Register, Wis.*

Division News.

THE officers and members of W. S. Mellen Div. 154, Spokane, Wash., G. I. A. to the B. of L. E., wish to thank all Divisions who so heartily responded to our call to aid one of our worthy Sisters.

Yours in F. L. and P.,

ELIZABETH R. GRINNELL, Sec.

DIVISION 155, Nashua, N. H., is in a flourishing condition, adding members to our Division quite often.

We had a meeting of importance on Nov. 9 of last year which we neglected

to report through the JOURNAL, and hope it is not too late to tell how much we enjoyed the visit of our Grand President, Sister Murdock, at that time. Members were present from Concord, Worcester and Fitchburg. All enjoyed the work done by Div. 155, with our President, Sister Cook, in the chair, as well as the remarks of Sister Murdock and others. Sister Cook, in behalf of Div. 155, presented the Grand President with a gold coin, after which a buffet lunch was served and the Brothers were invited in to meet Sister Murdock. We will be pleased to welcome her in our city at any time, and trust she will come again soon.

COR. SEC.

DIVISION 46, Denver, Col., accomplished so much good work the past year that we want others to know of it, for we believe a real live Division is an encouragement to all.

Our union meeting was a great success with Divs. 184 and 508 assisting. Eleven Divisions were represented by 67 visitors. The entire work of the ritual was given, with Sister Hinchcliff acting as critic. The officers of Div. 46 exemplified the form of draping the charter, which was interesting, as many of the Sisters had never seen this form. Among other good things we have done is the pledging of \$100 to the Silver Anniversary Fund for the care of orphan children. As our Grand President is giving her heart to this noble cause we trust that all Divisions will give liberally the money which will assist her to carry out her plans.

Wishing sister Divisions every success.

COR. SEC. DIV. 46.

DIVISION 150, Kansas City, Kans., has something to be proud of when we think of the grand success of the ball given soon after the Christmas festivities were over. The ball was given to make good our promised donation to the fund for our orphan children, and we more than realized the amount anticipated. The Brothers responded nobly to our call and to them we are indebted for distributing the tickets and helping us in every way. The hall was radiant with Christmas decorations and the crowd seemed nearly

brimming over with good fellowship.

The dancing was greatly enjoyed and all Sisters acting on committees deserve great praise for work and sacrifices made for this good cause of the G. I. A.

SEC. DIV. 150.

PORTLAND, Oregon, Div. 261, invited members of four neighboring Divisions and their families to their third annual banquet on January 6. We were pleased to have over 100 respond to our invitation and it was a pleasant gathering when all were seated at the festal board.

After the banquet the Division room was thrown open and a public installation was given, after which a number of young ladies, daughters of Brotherhood men, gave an excellent program of music.

Visitors were present from other States and expressed themselves as well pleased hoping to be with us again next year.

SEC. 261.

DIVISION 88, Albany, N. Y., entertained seventeen Sisters from Div. 75, East Syracuse, on Feb. 7. Upon their arrival in Albany they were escorted to Keeler's Hotel, where a fish dinner had been prepared for them. After partaking of the feast a visit was made to the Capitol building, Sister Truax acting as guide and pointing out the beauties of its structure.

A very interesting meeting was held in the afternoon, at which time we listened to instructive remarks from the visiting Sisters. Sister Gilbert invited all present to her home for lunch, and the time passed pleasantly until the hour arrived when the visitors had to take their departure for home.

We shall look forward to the time when we shall have them with us again.

DIVISION 13, Saginaw, Mich., had so many unique ways of raising money for the treasury during the past year that others may like to follow their example, and hence this letter to the JOURNAL. In the first place we wanted to increase the attendance at our meetings and decided to have an attendance contest. The membership was divided into two parts, each with an efficient captain.

It was their duty to call up by 'phone all members enlisted on their side before each meeting and give them an invitation to come out. The side securing the best attendance for the year were to be banqueted by the losing side. The winners only came six points ahead and the banquet was held on February 19. We have not had such good attendance in years and we will try the same plan again this year. Another method of interesting the members was having a social time after the last meeting in each month. A dollar was given to a committee and they used their own pleasure as to the form of entertainment. We had contests, lunches, card parties and a mock wedding, and all were enjoyed. Again the membership was divided up into four committees. Each one was given one dollar and told to see how many times they could double it. Cake sales, raffles and card parties were held and the result was over \$100 from the four Divisions. On February 21 we gave Sister Gehrls a surprise in the form of a costume party. Sister Gehrls leaves in a short time for her new home in Detroit, and the Division, through Sister Callahan, presented her with a gold chain and pendant as a token of love and esteem, and we greatly regret losing her presence at our meetings. T. J. W.

THE B. of L. E. and G. I. A. Divisions in Quebec, Can., held their first annual social and euchre in the Auditorium Hall, Feb. 10. It was a pleasant affair and about 350 were in attendance. It was one of the jolliest crowds that ever occupied the large dance hall of the Auditorium.

Praise was heard on every side for the manner in which the committee in charge looked after the comfort of the guests.

The euchre started at 9 o'clock and the play was continued until 11 when refreshments were served. Dancing was the next item on the program and was entered into by nearly all present, who enjoyed themselves to their hearts' content. The music was excellent and the floor in fine condition. The gay party broke up at an early hour in the morning, everyone voting it a great success. SEC.

DIVISION 293, Hoisington, Kan., sends greetings to Sister Divisions, believing that all will rejoice with us because our Division is increasing in membership, until we number twenty-four; and as we are nearing the tenth anniversary of our organization we look back and think of the many pleasant times we have had as members of 293, and the inspiration received from each other in our charitable work.

One of these memorable occasions was the day spent at the home of Sister Briselle, where we met to finish a quilt for the Highland Park Home. We also believe in being sociable and entertained the Auxiliary to the Firemen on Jan. 10. An interesting program was given and dainty refreshments were served. Everyone enjoyed this event. Under the leadership of our faithful President, Sister C. H. Young, we hope to enlarge our field of usefulness for charity and sociability.

M. H.

DIVISION 230, Buffalo, N. Y., is in a very prosperous condition, and we feel much encouraged at our increase in membership.

Our President, Sister Hessler, goes out into the highways and returns with applications, and her work is beginning to show for itself.

We celebrated our fifteenth anniversary by inviting our husbands to lunch with us, after which cards were indulged in.

On Jan. 6 we held our first public installation, and compliments were thrown to us from all sides; the Brothers present took a lesson in square corners.

On Feb. 8 the President invited us to her home to celebrate her birthday. The rooms were decorated with the colors of our Order, and an elaborate supper was served. The birthday cake adorned the center of the table, but we could not count the candles. The Division presented Sister Hessler with a half dozen cut-glass wine glasses, which she very much appreciated.

INS. SEC.

TWENTY-TWO years ago on Feb. 10, Div. 74, at Boone, Ia., was organized with a large membership. In commemoration of the event the husbands and

children of our members were invited to join us in a celebration. A tempting dinner was served to about 150 people.

The after-dinner hours were spent by the young people in dancing, while the older ones renewed acquaintances and talked on railroad subjects. A musical and literary program was given later in the evening, and all report Div. 74 royal entertainers.

COR. SEC.

F. S. EVANS DIV. 99, of Boston, Mass., is moving forward, adding new members and receiving applications. The meetings are well attended, and every member willing to do her part to help along this grand Order.

We deeply regretted that owing to ill-health Sister Dority thought best to resign as Chaplain—an office she has filled either nineteen or twenty years this coming June.

She was an ideal officer, faithful and conscientious, and her cordial handclasp and cheery greeting will be missed more than we can say. We sincerely hope when the weather is more settled and warmer she may be able to meet with us occasionally.

The first socialevent—supper and entertainment, Saturday evening, Jan. 25—was a grand success. It was a beautiful night, and the hall was filled. Supper, with Sister Hoyt chairman, left nothing to be desired, and Sister Place had charge of the entertainment.

The sale by the sewing circle, Sister Austin President, was held Feb. 15, and was well patronized, adding a goodly sum to the treasury.

An energetic committee has been appointed to make arrangements for the annual ball to be held the 20th of March, and all are looking forward to a social as well as financial success. Fraternally,

COR. SEC. DIV. 99.

DIVISION 131, London, Ont., spent a very pleasant evening on Feb. 10, when the Division surprised Sister Hornsby at her home. The members, with their husbands, took possession of the house, and a jolly time was spent in games and cards. At a later hour all were seated at the table, which was laden with choice viands, and the President of Div. 131

read an address expressing high regard for Sister Hornsby, and thanking her for kindness and help shown the Division on numerous occasions. Sister Holt then presented her with a cut-glass fruit dish and knife rest as a small token of regard from the Sisters. Sister Hornsby responded, thanking them for the gift, and assuring them of her appreciation. Before leaving the house a vote of thanks was given Brother and Sister Hornsby for the kindly manner in which they had entertained the visitors.

SEC. DIV. 131.

DIVISION 224, Worcester, Mass., celebrated their sixteenth anniversary recently in an elaborate manner. A whist party was given in the hall from 3 to 5:30 p. m.—the players occupying six tables. The prizes were beautiful and appreciated by those who were successful in the winning.

At 5:30 o'clock the Sisters marched across the street to a banquet at the State Mutual Restaurant, where great preparations had been made. The tables had been decorated with pink carnations and ferns, and the spread was much appreciated.

The evening was enjoyed at Polis Theater, where the entertainment was of a high order.

The one disappointment of the day was the absence of A. G. V.-P. Sister Cook, who could not be with us on account of illness in her family.

Sister Kenerson, the founder of Div. 224, came over from Springfield to help us celebrate, and expressed the wish that success would continue with us.

MEMBER 224.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., April 1, 1913.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 75 cents from each member carrying one certificate, and \$1.50 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than March 31, 1913.

ASSESSMENT No. 782.

Altoona, Wis., Jan. 7, 1913, of heart disease, Sister Carrie Coss, of Div. 54, aged 61 years. Carried two

certificates, dated Aug. 20, 1898, payable to Ada Rice, Eva Curtis, Winnie Lindboe and Inez Olen, daughters.

ASSESSMENT No. 783.

Seattle, Wash., Jan. 31, 1913, of la grippe and heart disease, Sister Catherine Ballou, of Div. 312, aged 74 years. Carried one certificate, date April 28, 1909, payable to Wilma S. Strong, granddaughter.

ASSESSMENT No. 784.

Pittsburgh, Pa., Jan. 31, 1913, of heart disease, Sister Helen Scott, of Div. 59, aged 37 years. Carried two certificates, dated Oct. 10, 1906, payable to Dr. G. B. Woods, executor.

ASSESSMENT No. 785.

Raton, New Mex., Feb. 4, 1913, of nephritis, Sister Mary L. Boyle, of Div. 123, aged 63 years. Carried two certificates, dated Sept. 19, 1900, payable to P. Boyle, husband.

ASSESSMENT No. 786.

Atlanta, Ga., Feb. 4, 1913, of heart disease, Sister Effie Martin, of Div. 21, aged 39 years. Carried two certificates, dated Oct. 24, 1910, payable to Grant S. Martin, husband.

ASSESSMENT No. 787.

Camden, N. J., Feb. 8, 1913, of pneumonia, Sister Hannah Robbins, of Div. 189, aged 67 years. Carried two certificates, dated Oct. 1, 1894, payable to Ephraim Robbins, husband, Frank Robbins, son, and Mattie Bebee, daughter.

ASSESSMENT No. 788.

Crewe, Va., Feb. 10, 1913, of apoplexy, Sister Mary A. Crannis, of Div. 87, aged 73 years. Carried one certificate, dated April 9, 1897, payable to Phillip J. Crannis, husband.

ASSESSMENT No. 789.

Hammond, Ind., Feb. 12, 1913, of cancer, Sister Minnie Timm, of Div. 452, aged 46 years. Carried one certificate, dated Sept. 1, 1911, payable to Wm. Timm, husband, Harry and Hattie Timm, children.

ASSESSMENT No. 790.

Little Rock, Ark., Feb. 12, 1913, of kidney trouble, Sister Lizzie Kirk, of Div. 87, aged 55 years. Carried two certificates, dated March 15, 1900, payable to Mrs. Hillie Brodie, daughter.

ASSESSMENT No. 791.

Albany, N. Y., Feb. 13, 1913, of cerebral hemorrhage, Sister Sarah E. Dykeman, of Div. 88, aged 64 years. Carried two certificates, dated July 9, 1897, payable to Garret Dykeman, husband.

ASSESSMENT No. 792.

Fort Dodge, Ia., March 1, 1913, of typhoid fever, Sister Clara Mae Shipman, of Div. 168, aged 27 years. Carried one certificate, dated March 22, 1912, payable to John B. Shipman, husband.

ASSESSMENT No. 793.

Pittsburgh, Pa., March 2, 1913, of cerebral hemorrhage, Sister J. O. Reynolds, of Div. 59, aged 57 years. Carried one certificate, dated July 21, 1896, payable to J. O. Reynolds, husband.

Members will pay their Insurance Secretaries on or before April 31, 1913, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 755 and 756, 9,318 in the first class, and 4,714 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.,
1627 Sherwin avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Questions and Answers

BY JAMES GREGORY.

Question: Is it a good practice to put valve handle of engineer's brake valve on lap for a few seconds before making an application so as to insure getting enough excess pressure to make a complete release? I know it to be a habit of some men to do this, myself among them; but am told that undesired quick action of the brakes often results from that method of handling the brake valve. How can it cause quick action?

W. R., Div 10.

Answer: In most trains there is some brake-pipe leakage—enough to cause an action of triple valve pistons at least, if not enough to cause brakes to set with valve handle of engineer's valve on lap. This slight reduction of brake-pipe pressure causes the triple piston to move a little, which it may without moving the slide valve. This lost motion enables the triple piston to jar the slide valve so as to start it moving to application position with a slight brake-pipe reduction. The advantage of this lost motion feature is sometimes lost when the piston is moved as a result of the valve handle being placed on lap before making the application, and the jar, which is intended to start the valve moving is lost, so it now requires more reduction of pressure in brake pipe to start the slide valve than before, and a stiff moving valve may require enough reduction so that when the valve does start it will go to emergency, thus causing undesired quick action throughout the train.

Instead of placing the brake handle on lap a few moments before setting brake it is better to push handle to full release, so that if any of the triple pistons have moved so as to take up the lost motion referred to the fault would be corrected and quick action avoided in making a service application.

Moving valve handle to lap position

will, of course, give excess pressure sooner, but on long trains there is always ample time to get the excess while the application is being made, and on short trains it is not needed.

Question: To what extent does low water figure in locomotive boiler explosions?

READER.

Answer: Not so much as has been generally believed. With the modern boiler low water can only cause a dropping of the crownsheet at the forward end where joined to fluesheet. As the crownsheet is arched, as well as being higher at forward end, low water will cause overheating of the sheet at that point, and instead of causing an explosion merely forces a small part of sheet down over the heads of crown bolts, so as to give opening enough to smother the fire. With the flat sheets formerly made the area of sheet affected by low water would be greater, and the opening made by forcing down the sheet might be such as to release the pressure suddenly enough to cause a boiler explosion. This would likely be the case if the sheet pulled away at the seams or became ruptured.

Question: Is it dangerous to supply water to boiler when firebox sheets or fluesheet have become overheated as a result of low water?

READER.

Answer: The only damage that could result would be that the sudden cooling of sheets might cause them to leak at joints or seams. The flues might also be similarly affected. This action may be in many cases avoided by cooling the sheets before putting injector to work, but there is no danger of boiler exploding, although such is the popular belief.

Question: What is the reason that sometimes water circulates through waterglass so that it is impossible to tell the water level by it? A. W. D., Div. 34.

Answer: We find this trouble to exist only in engines having the sloping (butt sheet) boilerhead. The inclination of the sheet brings the opening for lower waterglass valve directly above and in line with the circulation of steam made by the back sheet of firebox. If the nipple of lower waterglass valve is screwed in the sheet so as to be only

flush with the inside of it, or less, then the steam coming from directly under it finds its way through the nipple and goes up through water in the glass, sometimes in the form of occasional bubbles, at other times causing a regular current of circulation, making it impossible to rely on the waterglass.

On boilers having sloping back sheet the nipple of lower waterglass valve should extend beyond the inside of sheet far enough to reach beyond the upward circulation of steam or, as we say, into the "solid water." With the old vertical boilerhead the steam circulation did not come in contact with the water gauge openings, for which reason they registered more accurately the water level in boiler.

Question: Is it possible for a gauge cock, located above the crown-sheet, to show water even after the crown-sheet is bare at the forward end, and the water has gone out of sight in the glass?

J. B., Div. 10.

Answer: With the vertical sheet it would not be possible, but it can happen with the sloping boilerhead of the modern engine for, even after the water level is below the nipple of the lower water gauge the upward rush of steam, when engine is working hard with a strong fire, would hold enough of the water in suspension above the actual water level to give a fluttering gauge of water, as the nipple of lower gauge is in direct line of the steam circulation.

Question: Why do we have more cases of burned crown-sheets than formerly?

ENGINEER.

Answer: It is due to the design of the modern boiler having an arched crown-sheet, which is also higher at the forward end than at the back end where the gauges are located. This combination makes the margin between safety and danger less than formerly when the crown-sheet was flat and level, as the lowest gauge would not show water unless it were solid water, and, as it was usually located several inches above the crown-sheet, one was certain of the level sheet being covered with the depth of water the gauge indicated. In the modern boiler it is not only the lesser space al-

lowed between the level of bottom gauge and top of forward part of center of crown-sheet that is at fault, but the action of the steam on the water at back of boiler, where gauges are located, already referred to in this series of answers, also contributes to lessen the margin of safety. Why this is so can perhaps best be answered by saying that those who design the boilers are not called upon to run them.

Question: If we shut off with a good supply of water in boiler the water drops considerably, but if the water is low when shutting off it drops very little. What makes the difference?

A. D., Div. 48.

Answer: A large body of water in boiler offers so much resistance to the great volume of steam rushing up through it to the steam space above that the water is lifted or "humped up" toward the dome when engine is working hard, even to a point higher than the waterglass will show. This is particularly true of boilers having the dome set well forward. When the water is low the steam passes through it more freely and without changing the level much.

Question: What is the purpose of coning or beveling the tread of wheels? Is it to make the truck or driving-wheels pass curves easier?

Answer: The cone tread does aid in rounding curves, as the wheel crowded against outer rail runs on its largest diameter, while that on the inside rail runs on its smallest diameter, thus reducing flange friction against outer rail. It also serves a purpose on a straight track, as the wheel having a flat tread would, if it crowded against the rail, do so continually, while the cone-shaped tread would tend to vary the lateral friction from one side to the other. It would thus distribute the wear of tread over a larger area of wheel tread and lengthen the life of it. Coning of wheels also compensates for unequal diameters of wheels on the same axle.

Question: Why do main axles wear out of true when others do not?

W. R., Div. 381.

Answer: The unequal wear of main axles is due to the effect of steam pres-

sure, or power exerted against them. That part of axle forced against the driving-box bearing with more or less of a knock when engine passes the centers shows the most wear.

This unequal wear of main journals makes a bad riding engine and will cause journals to run hot when they would not if they were true.

Question: Does lost motion affect the hauling power of the engine? READER.

Answer: That depends on where the lost motion is, as well as the service the engine is in. Lost motion in main driving-boxes affects the valve motion, as most gears derive their motion from the main axles. This is particularly true of the valve gears that get their motion from the main pins, where the full effect of loose boxes is had. But even with the Stephenson gear lost motion may distort the working of it so as to make the steam distribution ineffective. If the lost motion is in the valve gear on a freight engine and the boxes are good, it may not hinder the engine from making speed enough for that service, while it is very likely to improve the starting power of the engine by delaying the exhaust, though it restricts the admission port openings. With the passenger engine it is different, as the wide port opening is necessary for high speed, while the starting power is a secondary matter.

Question: What particular advantage is claimed for the inclined boilerhead of the engines built today? SUBSCRIBER.

Answer: The heating surface of the back sheet of firebox is better than if it were set vertically, and it permits the use of a long firebox and yet leaves ample room in the cab for boiler fittings.

Question: If there is five thirty-seconds difference in diameter of main wheels on engine having Baker Pilliod valve gear, what effect will it have on the valves, and how? I also wish to know if there is a difference in diameter of wheels, which wheel will slide, the large or small one; both when drifting and when using steam?

J. M. DERFLINGER, Div. 301.

Answer: A difference in diameter of driving-wheels, such as you mention,

would have no appreciable effect on the valve movement of engine equipped with any kind of valve gear. Such a slight difference would be overcome by the coning or beveling of tread of tire so as to not be noticeable. If the difference were greater the worst effect it could have would be to increase the flange wear on the small wheel, as the tendency of the wheel of larger diameter would be to run ahead of the other, but the pin would travel true to the pin on opposite wheel, and as it controls the valve movement of the Baker Pilliod, the valve movement would not be affected. Such a condition would, however, prevent the free working of the rod connections with other wheels, for, if the main wheels are not of uniform size, they, of course, must differ from the other connected wheels, causing heating of pins and cramped movement of engine until the wear of connections accommodated itself to the irregularity referred to.

When the diameters of two wheels on the same axle differ much, the smaller wheel must slide to some extent during each revolution, and the action would be the same, whether drifting or using steam.

Question: Can there be a flat spot on one driving-wheel and not on any other connected wheel? If so, how can it be, since they must all slide? Is it due to a soft spot in the tread of wheel?

E. A., Div. 51.

Answer: On all right lead engines (which means on all engines whose pins on right side lead those on the left side) there is a wear developed at spot on left main driving-wheel which is in contact with rail when engine has just passed forward center on the left side.

(How this action takes place is explained in the August, 1912, issue of the JOURNAL.)

The extent of this wear depends upon the amount of lost motion in left main box, and is plainly noticeable in the riding of the engine, though not so easily detected by the eye as the smaller flat spot produced by skidding, but which, of course, would be shown on all coupled wheels.

Question: I notice that sometimes when train stops the slack is bunched; at other times it is stretched out. How can this be accounted for? **READER.**

Answer: If the brakes have been set long enough for them to equalize fully with their auxiliaries the slack will be stretched when the train stops if the braking power of rear cars is the greatest.

If the brakes have not had time to equalize the head cars will hold most, they being nearer the point where brake-pipe reduction is caused, which makes the pressure lower in brake pipe while the application is being made. The recommended practice of today for making stops with long trains is to make the second or final application so that the air is still flowing from service exhaust when the stop is made. This practice will insure the bunching of slack and make the final stop smooth, even though the braking power of rear cars was the greatest, as is sometimes the case.

Question: What is the reason for bubbles traveling upward in waterglass when the blowout under the glass leaks?

MATT COOPER, Div. 32.

Answer: It is due to circulation. When the waterglass connections are tight there is no circulation in glass, if the nipple of lower waterglass extends far enough through the sheet. When the blowout pipe or valve leaks circulation is started, and though it be little, will induce steam bubbles to enter nipple to waterglass where they will rise through the water as you have stated.

Question: What makes the bubbles go up through water on some engines when the blowout of waterglass is tight?

M. C., Div. 32.

Answer: We find this trouble to take place usually, if not always, on engines having the sloping boilerhead. It is due to the fact that the circulation upward of the steam generated at the back sheet comes in contact with the opening at end of lower waterglass cock nipple, where it enters and passes up through the water in glass, often disturbing the water so it is impossible to tell what the actual water level in boiler is. This fault is

corrected by screwing the lower nipple some distance through the sheet. We did not have trouble of this kind on engines having the vertical boilerhead.

Question: Would it not be well to plug relief valve on engine disconnected on one side and valve on center of seat so as to avoid drawing cold air through channel of superheater by engine on opposite side when drifting?

F. O. W., Div. 333.

Answer: Yes, there would be some circulation caused in the manner you refer to and the sudden change of temperature from 650 degrees to that represented by the incoming current of air from the relief valve would be considerable. Of course, the relief valves on the good side would prevent the circulation from the disabled side attaining any great volume, but there would be some circulation, and the tendency would be to make superheater tubes leak.

The same action, to a certain extent, would take place as you have stated if one relief valve be blocked. Any condition that will cause a cross suction or circulation through the superheater will have no good effect upon it.

Question: Is it proper to use a check in branch pipe which leads from a water heater to steam boiler? We have engines carrying 200 pounds pressure, and when injector is started won't it raise the pressure considerably higher in water heater than it is in boiler in order to raise boiler check, which has nearly 40 per cent more exposed area to boiler than it has at bottom to branch pipe or water heater side of check?

F. O. W., Div. 333.

Answer: Having a check valve between water heater and boiler in addition to the check between injector and water heater is not a reason that more pressure or force from injector is needed to raise the boiler check than if there was but one check between the injector and the boiler. When the injector is started it starts circulation in the branch pipe, which raises the first check valve, through which the circulation continues, raising the next check valve. The power of the injector or its kinetic energy in overcoming the latent energy of steam

in boiler is such, as no doubt you are aware, that a very low pressure of operating an injector will force water into a boiler of much higher pressure, and the pressure in water heater from the force imparted to the water being driven through it would only be the same as that in the branch pipe between the injector and the first check valve. Of course, the more pipe the water must pass through from injector to boiler, the greater the resistance from friction, and this would have the effect of making the pressure in branch pipe greater than if the water was discharged into boiler directly instead of having to pass through a heater. When the check of boiler would be limed up it would, as you say, take considerably more pressure to raise the check, but there would be no danger of getting an excessive pressure in the heater on that account. There is a limit to the power of the injector and within that limit any ordinary branch pipe will stand the pressure; so there would be no danger of too great pressure being had in the heater if the boiler check did stick, as the injector would simply break when that took place.

Questions and Answers—Air Brake.

BY T. F. LYONS.

Question: Some of the engines on our road are equipped with the No. 5 E-T, others with the No. 6 equipment. Now at times I have noticed with the No. 6 equipment, when both automatic and independent brake valves are in running position the engine brake will apply, while with the No. 5 equipment this does not occur. Will you please explain the reason for this, and what may be done to overcome the trouble?

Answer: First of all it must be remembered, that for the engine brake to apply there must be pressure in the application chamber. Now with the No. 5 equipment the application chamber is connected direct to the independent brake valve through the application chamber pipe, and when both brake valves are in running position is open to the atmosphere, therefore the engine brake cannot apply; while with the No. 6 equipment

the application chamber is connected to the release pipe through a cavity in the equalizing slide valve, when this valve is in release position, and closed to this pipe in all other positions; therefore, any air flowing or leaking into the application chamber, while the valve is in other than release position, will cause the engine brake to apply. Our next thought is, how can the equalizing slide valve move from release position while both brake valves are in running position? This is brought about by the fluctuation of brake-pipe pressure due to an erratic feed valve. The remedy, as may be clearly seen, is to put the feed valve in proper working condition.

Question: How can the engineer test the feed valve on his engine?

Answer: With the brakes released and the pressure pumped up, open the angle cock at the rear of the tender sufficiently to create a leakage of seven or eight pounds per minute and note the brake-pipe gauge hand; the pressure should not vary more than two pounds.

Question: If the pressure varies more than two pounds, what does it indicate?

Answer: Excessive friction in the operating parts of the feed valve due to dirty or sticky condition, and valve should be cleaned.

Question: If the engine brake applies with both automatic and independent brake valves in running position, how should it be released?

Answer: By moving the automatic brake valve to release position and immediately back to running position; this will move the equalizing slide valve, in the distributing valve, back to release position, connecting the application chamber with the release pipe, releasing the brake.

Question: What would be the result if the brake were released by the independent brake valve?

Answer: In making a release of the engine brake with the independent brake valve, we simply exhaust the air from the application chamber, which releases the engine brake but does not move the equalizing slide valve to release position; therefore, the engine brake would re-apply.

Question: What are the names and duties of the different air valves in the Westinghouse cross compound pump, and how many are there of each?

Answer: In the cross compound pump we have two upper and two lower receiving valves, two upper and two lower intermediate discharge valves, one upper and one lower final discharge valves. The duty of the receiving valves is to receive the air from the atmosphere and to prevent its return; the intermediate discharge valves allow the air to pass from the low pressure cylinder to the high pressure cylinder and prevent its return to the low pressure cylinder; the final discharge valves allow the air to flow from the high pressure cylinder to the main reservoir and prevent its return.

Question: What would be the effect on the action of the pump if one of the different air valves would break or stick open?

Answer: If a receiving valve broke or stuck open, the low pressure piston would make a quick stroke toward the defective valve; an intermediate discharge valve at fault will cause a quick movement of the high pressure piston toward the defective valve, while a defective final discharge valve will cause the pump to stop when the main reservoir pressure exceeds forty pounds.

Question: How would you test to locate a broken or stuck open air valve in a cross compound pump?

Answer: If a receiving valve, the low pressure piston when moving toward the defective valve will force the air back to the atmosphere through the strainer, which may be noted by placing the hand at the strainer; if an intermediate valve, no air will be taken in through the strainer at the end where is located the defective valve; if a final discharge valve, the pump will stop at about forty pounds main reservoir pressure. To determine which of the final discharge valves is at fault, open the oil cup on top of the high pressure air cylinder, and if there be a constant blow through the cup the upper valve is at fault, while if there be no blow it is the lower valve.

Question: How is the brake-pipe pres-

sure regulated when using the New York B-3 type of brake?

Answer: By the pressure controller, which performs practically the same duties as the feed valve with other types of brakes.

Question: Where is the pressure controller located?

Answer: In the pipe leading from the main reservoir to the brake valve.

Question: What pressure is on top of the main slide valve in the brake valve?

Answer: Main reservoir pressure reduced to brake-pipe pressure by the pressure controller.

Question: Can the brake pipe be overcharged when using the B-3 type of valve?

Answer: No and yes; that is, if the handwheel on the bottom of the pressure controller be screwed up, holding the supply valve off its seat long enough to permit the charging of the brake pipe above the pressure the controller is adjusted to carry, and then screwed down, the brake pipe will be overcharged and the effect will be the same as with other types of brakes. But if the handwheel is not moved, and the pressure controller is in proper working condition, the brake pipe cannot be overcharged.

Question: When should the handwheel of the pressure controller be used?

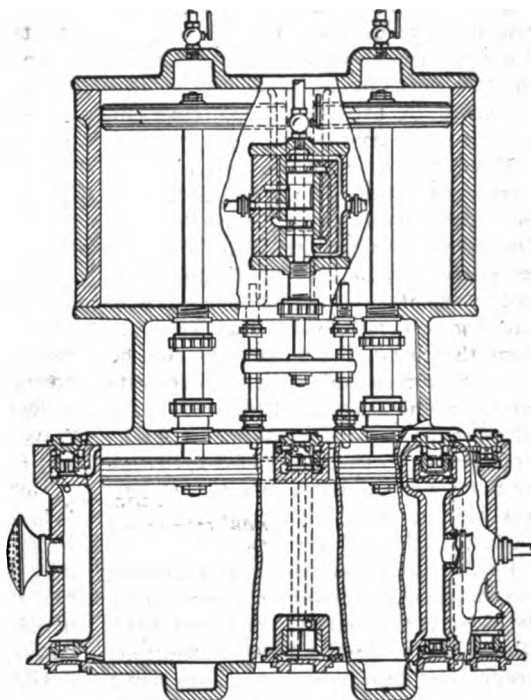
Answer: When it is desired to have main reservoir pressure in the brake valve, as in descending heavy grades; also whenever the controller fails to properly regulate the brake-pipe pressure.

Compound Locomotive Air Pump.

Patents on a new design of locomotive air pump have been granted to F. Tuma, master mechanic of the Erie at East Buffalo, N. Y. This design has been prepared for the purpose of reducing the liability of failure and decreasing the steam consumption. The use of hollow pistons and tappet rods has been dispensed with and the design is such that if one side of the pump becomes disabled the other will continue to operate. The inventor claims that the pump will give 14.08 per cent thermal efficiency and 95.06 machine efficiency with 200 lbs.

steam pressure, and correspondingly lower efficiencies with the lower pressures. All four pistons move in the same direction at the same time. The steam valve is connected at its upper end to a V-shaped casting, which in turn is secured to two rods passing through stuffing-boxes into the different cylinders. These rods are of such a length that they will be struck by the pistons when near the end of their strokes and the valve will be reversed. It will be seen that if either half of the pump is inoperative the other pistons will continue to move the valve in the proper manner. The steam chest with its valve is located at the center and between the two steam cylinders which are on the lower end of the pump. The arrangement of the passages and the method of operation will be clear by an inspection of the illustration. The two steam cylinders operate on the normal, full stroke compound principle, the steam admission being on the left hand side and the exhaust at the right of the valve chamber.

At the air end of the pump provision is made for an atmospheric intake to both cylinders, and the only moving parts, outside of the pistons themselves, are a series of check valves which are entirely automatic in their operation and are held on their seats by gravity when there is no pressure in the system. The arrangement of the passages and check valves is such that the discharge from the low pressure cylinder enters the space at the opposite end of the high pressure cylinder, and when the pressure is low it also partially discharges to the main reservoir. When the reservoir pressure becomes greater than the pressure between the high and low pressure cylinders, this outlet directly from the low pressure cylinder to the reservoir is closed and the air discharged from the low pressure cylinder passes directly to the high pressure and assists in compressing the air on the opposite side of



NEW LOCOMOTIVE AIR PUMP.

the high pressure piston. The inlet to the high pressure cylinder from the atmosphere is ready for operation and does operate whenever the differential pressures will permit it to open. It is expected that this pump will be able to maintain a pressure of 140 lbs. in the main reservoir with a steam pressure of 125 lbs.—*American Engineer*.

Electro-Automatic Transit.

OSCEOLA MILLS, PA., Jan. 13, 1913.

EDITOR JOURNAL: The electro-automatic transit companies of this and other countries after years of carefully conducted and conclusive experiments have come to a final determination—that transition of heavy bodies cannot be made over cables by the use of electricity with any paying results.

I have carefully studied and experimented on electric and mechanical appliances of a system of cable construction that will work regularly wherever required.

In the beginning of my explanation of

this invention I wish to say this to those who may pursue it—that every man who has a theory or an invention for the good of the world ought to be heard—they ought to be listened to, no matter how fanatical he may seem to be.

Have you ever turned your thoughts back to the time of the first inventors; how they were called crazy cranks? Don't you know that there are but few men fitted by nature, by temperament and by education, that will engage in or exercise their influence in another man's theories which they do not comprehend, unless they are connected with them by dollars and cents? Anybody who has a theory in advance of the times is going to be persecuted and named a crazy crank by those who do not understand. This has been a fault with men for ages back.

By this electro-automatic arrangement the Philadelphia morning papers can be delivered in Pittsburgh before breakfast. Doubtless, as in the case of the telegraph, its important use in reducing time cannot be stated accurately in advance of its going into active operation. Yet it is safe to say it is good for 200 miles an hour. Two hundred and fifty miles an hour is what the inventor claims it will do.

The cable on which the cars are to run is suspended 50 feet from the surface; held up by towers having cross-arms. The cable is to be fastened to these cross-arms and the cross-arms and cable can be dropped 10 feet and then released from the arms, when it drops 20 feet more.

It is released automatically by a switch wire attached to a powerful magnet. This drop gives the cable a downward grade, to the cable three towers in advance of the car. The towers are 80 yards apart and the cable is 10 inches in diameter. When the cars descend the down grade of the cable, the moment they pass the tower where the cable is the lowest it rises by the power of the magnet and the two towers in advance let go and the cable lowers. After the second tower is passed, it raises; then two in advance of that drop; but the one nearest the car always first.

So there is a continuous downgrade for 60 yards ahead of the advancing car.

All the power is to be generated at intervals throughout the line, for which power-houses will be erected at convenient places. The car will hang underneath the cable supported through its connection to the wheels, which will whiz along on the top of the cable, kept there in safety by a channel groove in the wheels. The car is connected with the wheels in a manner calculated to balance the wheels going at the rate of 200 miles an hour.

This arrangement is entirely different from anything heretofore attempted by any transportation company.

To help over mountains a small motor is brought into service.

The movement of the train consumes only a small amount of power, and the fact that no attendants on the train are necessary constitutes no small item in economy.

The cars are ten feet long, three and one-half feet wide, and will seat six passengers. The cars will be pointed at one end to split the air, and will be concaved at the other; so one car can telescope into the other and form a resistance of air, and also form a flexible train. In any case, this arrangement is not a dangerous one. The only part of danger is the breaking of the cable; though we have read of bridges, culverts and trestles and still have them to risk perhaps on most railroads.

Have you ever reflected on the evidences we find in this country of how people love things that have some danger connected with them? Mankind will build and live around the throat of a volcano and subject himself to be covered with lava, for the sake of being above a certain class of his own race—who abhor being like the ancient bird that always prepares the way for his own destruction. Man will face the belching cannon for the sake of being called courageous and brave.

They will climb the loftiest of icebergs in search of the frozen and desolate poles, for the sake of an exaggerated praise of fame and honor. Some will risk their

lives sailing over the crest and billows of the ocean just for pleasure. Men will tramp from ocean to ocean, half starved and half clad, until they become mental and physical wrecks and morally deteriorated, for no other purpose than to satisfy their own sweet will. Yet I cannot help but think if the working of this system is approached from all directions and given a careful study of all the great generators and electric magnets—that the possibilities of the cable breaking would be an easy matter to solve.

Physicists have known for years that currents of electricity may be produced in metal wires by bending them. By this I want to prove as briefly as I can that I have all the power needed, because when the car is leaving at the foot of grade or, in other words, leaving at the tower, the cable is starting to rise; hence, we have the cable bending up at the rear of the car, giving the car a push, so as we go along we have not only down hill but a powerful current of electricity pushing us along as well.

There will be no danger of collisions, as it will not be necessary to run in both directions.

On this system we can leave Philadelphia at the same time the Limited leaves Pittsburgh; arrive there, and return to Philadelphia ahead of the Limited.

If the Western Union Telegraph Company should ever adopt the wireless system and do away with their lines it could be converted into this system for the purpose of transmitting small packages with almost the same promptitude as a dispatch.

Fraternally yours,

THAD. S. WARSAW, Div. 467.

The Boomer's Flirtation.

EDITOR JOURNAL: Although a newcomer, big Jim Judson was the acknowledged top-notch runner on the Mountain division of the Midland in the early seventies. Nobody seemed to know where he came from, nor did any inquisitive busybody have the nerve to ask him, for he held himself aloof from the whole bunch, minded his own business, and seemed very well able to do it, as some who questioned his ability found

out to their sorrow. While not a mixer, he would sit in a game now and then, and showed himself as much at home there as on the head end of the night express.

What made him an unusual object of interest was the fact that though less than a year on the road he was hauling one of the best runs, and doing it so well that no one openly questioned his right to the run. But men were going and coming so frequently in those days that the matter of his quick promotion did not cut so deep as it otherwise might, for none of us were tied to the job anyway. The slightest cause was reason enough for a change of base. A big win at poker or faro often meant a move for the lucky man; a big losing sometimes had the same effect. Any turn of fortune was sufficient, as a rule, to disturb the stability of the boomer engineer, who seldom seemed quite so happy as when his all was in his pockets and he was hiking out, foot loose, for other pastures green.

It was thought that Judson was long overdue for a move, but all predictions on that score had gone wrong. The master mechanic was especially anxious for Jim to depart, as he was making quite an impression on the higher officials, and it was even rumored that he was soon to step into the old man's shoes.

This made the old man get busy. He knew Judson would have nothing but the best of firemen which, by the way, was considered one good reason for his success; so he promoted the fireman on the night express and commenced supplying Jim with any kind of material handy until he kicked. He asked for a change of firemen one day and the next night wired the M. M. from the depot that the night express was due to leave in 25 minutes, but would not go until his request for change of fireman of the previous day was granted. The shift of firemen was made with all possible haste, but the train left 20 minutes late by reason of it. The old man called it a rank case of "buckin'" and intimated that it would wind up the career of Judson on that road; but it so happened that the

old man was the one who came near losing out, while Judson's stock took a sudden rise. There was nothing so much admired in a man in that country at that time as taking a stand against odds and winning out single handed, for there was no organization there, you know, and many who had looked with suspicion on Jim because of his sudden advancement were now liberally conceding his right to hold all he had. But the M. M., though defeated in his first attack on Judson, renewed his attack with increased energy, and the luck certainly was with him, as future developments will prove.

About that time a fellow who had fired on the road some years back applied for a job firing. He was as tough a looking boomer as one could find in a month's travel even in that country, which is saying something, and his reputation as a desperate character and general bad egg, which was well known by some of the older employees of the road, would be envied by any dime novel hero of the present day. What caused him to come back to that region no one could understand, for it was said he could be sent over the road forever if the State cared to hold him for his past deeds. But Luther Storey was on the ground and "lookin' for a job o' firin'." The M. M. saw in "Lute" the means by which he would put Jim Judson out of the running for his own position, and, perhaps, out of business altogether; so he assigned boomer fireman "Lute" Storey to the night express with big Jim.

The move seemed to be a master stroke of strategy on the part of the old man, and those who were in on it with him were eagerly awaiting results that from the very nature of things they were sure could not be long delayed. It looked like the finish of Judson, for Lute Storey, bad enough under any conditions, was made worse by the encouragement of the old man and others who offered to see him through.

To the surprise of everyone the new engine crew of the night express got along fine. The first trip out, when turning Hanlon's curve about midnight, Storey picked up the white light, and going over to the right side of the gang-

way, gave a signal which was answered at the window of a house near the track. This act of Lute's nearly started something right there. Jim gave him a look that could almost be heard, and having some original ideas as to the duties of a fireman, he proceeded to give Lute one of the first lessons.

"Storey," said Jim, in his decidedly curt manner, "the curve is on your side at this point, and I want you to never put in a fire nor allow your attention to be drawn from the track for a moment here or anywhere else when the curve is on the left side;" adding, "If you have any flirting to do here I'll do it for you."

"All right, Cap," was Storey's reply.

Once or twice Jim caught Storey looking at something like a picture which he hastily put back into his seat-box upon being detected. This amused Judson. The idea that a fellow with a face as hard as Lute's could have any tender sentiments was too much of a joke for big Jim to stand, so he burst out laughing the second time he caught Lute looking at the picture. For just a moment a wicked gleam shone in Storey's eyes. With the picture still in his hand, he placed both hands on his hips and shot a glance at the engineer that asked plainly if he wanted to mix with him. They were then drifting down the thirty-mile grade into Cascade City, which made a good enough opportunity for some rough work if both parties were willing; but Judson's sense of humor had been too deeply touched to be overcome at once, and he returned the bad eye of the fireman with a smile that dispelled Lute's sudden show of temper and with a sheepish grin he handed the picture to Jim, saying:

"My best girl."

The smile immediately faded from Jim's face and was followed by an expression of surprise. He gave Storey a look that was too full of apology for even one so rough as he to misunderstand and continued to hold the faded picture while he gazed vacantly ahead as though in a trance. When they neared the next stop he handed back the picture

with his head held down to hide his face.

From that moment Jim Judson was a changed man. While Lute would faithfully give the signal when passing Hanlon's curve going west, Jim substituted for him going east.

This continued until one day Jim Judson sent in his resignation. All were surprised. Some were pleased. His enemies said Lute Storey had gotten his goat. Others that he had won about all the loose money the poker players had in that section and was going to try a new field. It was left for Luther Storey to tell the real truth of the matter to an eager audience.

"You see, it was this way," said Lute. "I knew of this feller Judson frum way back. He useter be on the Mountain division of the Central. He wuz known as a hard man, an' they told some strong stories 'bout his past life in the West. He had worked on most every piece o' rail west o' the Mississippi, and wherever he happened to stay awhile he allus went to the front, for he sure was a good engineer. He was on the 'Katy' less than a year when they gave him the Limited. He overheard some o' the fellers kickin' 'bout the matter an' he up an' quits. An' he'd fight, too; an' I knew it; an' sez I to myself when the Old Man told me to go on the run, 'It won't be long, Lute, till you go huntin' another job.' So, I went out and when I wuz passin' Hanlon's curve where my old mother lives, I took my lamp and went over to give her a high sign. I wrote her I wuz comin' out on the Night Express. She gave me a sign too, an' just then Judson turned on me suddenlike, sayin' he would do the flirtin' for me when the curve wuz on my side. When we were driftin' down the long grade, havin' nothin' else to do, I took mother's picture out of my pocket and by the light of the furnace door, which was on the latch, wuz lookin' at it, for I hadn't seen mother but a few times in the past 20 years, and I was not goin' to go home until I could fix up some and bring her some presents. Just as I wuz thinkin' seriously of home Judson just busted out in a laugh. Had it happened anywhere else I think I would a' plugged

him, but there wuz somethin' so unusual-like in his looks that instead, I handed him the picture of mother, an' you never saw a man so beat in your life. He looked at it a minute, an' then looked at me like he wanted to apologize for laughin'. With the picture in his hand he kept lookin' out the window straight ahead like he was seein' somethin' that wuz a couple thousand miles away, till we got goin' about 70 miles an hour an' I had to tap the bell to let him know we were comin' close to Canyon City.

"Every trip after that he'd give the signal to mother goin' east and I'd give it comin' west, and once in a while he'd ask me to let him see the picture; an' every time he'd act just like the first time, until the last day when he handed the picture back to me there wuz tears in his eyes an' he said,

"Stick to her, Lute. She's the best friend you've got or you've ever had. I'm goin' to let you do your own flirtin' after this. I'm goin' down in the New England States. I know where there's a cottage on the line of the Boston & Maine, the road where I commenced on, an' if my good old mother is still livin' that's where I'll find her. An' he sez,

"Every time your mother answered my signal I could see my old mother in the window. Each time the form grew clearer, until the last trip I could really see her smilin' in that kind of appealin' way she used to when advisin' me against bad company; an' I thought I heard her voice sayin' 'Jim, my son, why don't you come? I'm so lonesome fer you?'"

"'Couldn't stand it no longer, Lute,' he said. 'I hain't ben home fer more than 20 years, but I'm goin' back right away an' I'm goin' to get a job on the B. & M. and flirt with my old mother as I go by the old home, an' I know 'twill gladden her heart and mine as it used to when I was a kid fireman on that road 30 years ago.'

"He sure was a rough feller, boys. Didn't seem to care a cuss fer anythin' or anybody, but when you got on the good side o' him he wuz just like a lot o' them hard-crusted fellers is—just as soft as a kid."

JASON KELLEY.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

BIG FLATS, N. Y., Feb. 22, 1913.

EDITOR TRAIN RULES DEPARTMENT:

You staggered me somewhat by stating that a meet order could not be fulfilled except by the presence of both trains. I used to run on a mountain road with several junctions. Station C was four miles from main line that ran through to M. Eastbound trains had right of track. If No. 21 received an order to meet No. 10 at C junction, they would run to that point, register in and out and proceed whether No. 10 had arrived from M or not. I always claimed that anyone had a right to use common sense in railroad-ing, as well as any other business, but I fail to understand where there was anything wrong with that manner of doing business. Will you please explain?

Div. 424.

Answer: In the old days before train order forms were shown and explained in the book of rules, such practice as our correspondent writes about was not uncommon nor was it wrong at that time, for the necessity for giving the more exact meaning to the different train order forms had not arrived. But with the growth of the railroads which called continually for new and untried men, fair play seemed to dictate that each train order should mean some definite action so that a more uniform interpretation could be arrived at, not only as between the company and the men but between the company and the courts which began to take a hand in case of injury or death. Gradually the art of railroadng has changed until today only the bare framework of old practice remains. Each train order form has a full explanation which indicates when the order has been fulfilled. The reason why a meet order cannot be fulfilled without the trains actually meeting is because of the explanation to that order which states that "Trains receiving these orders will run with respect to each other to the desig-

nated points and there meet in the manner provided by the rules." It will be noted that the explanation states that the trains will meet; can No. 21 meet No. 10 at C when No. 10 has left C and gone to M before No. 21 arrived at C? Certainly not. If No. 10 is not to meet No. 21 at C then the dispatcher should not issue a meet order, but should give a right of track order, or, possibly, a time order. The explanations to train order forms have the full force or rule and they must be fully obeyed. Numerous cases of accident have occurred because of the old practice of fulfilling a meet order in the manner which our correspondent has stated, and it is to check against such accidents that the present interpretation is intended.

MACON, Ga., Feb. 18, 1913.

EDITOR TRAIN RULES DEPARTMENT:

The following order was issued: "Engine 1700 will work extra between A and B from 3 p. m. until 9 p. m. with right over No. 38 engine 1708 to B." We are divided as to whether or not No. 38 had the right to leave B at 9 p. m. Div. 210.

Answer: There has never been an authentic ruling upon this point, but the editor is of the opinion that No. 38 is at liberty to proceed at 9 p. m. If this is not the case there is very little use in adding the time to a work extra's orders. That is to say, if the time in a work extra's orders means nothing except to the work extra, such order should be given separately.

In the case of a meet order under like circumstances the American Railway Association has ruled that the meet order is not fulfilled until the trains meet, and that therefore the meet order must be annulled before the regular train can proceed. In the case at hand the situation is different, as a right of track order is given, and under form C the work extra only becomes superior between the points named, and naturally when the work extra expires by limitation of time, its right to the main track ceases to exist. However, in giving a work train time or in giving right such time or right should be limited to correspond to the time limit of the work extra and thus avoid complications.

MONTGOMERY, ALA., March 3, 1913.

EDITOR TRAIN RULES DEPARTMENT:
The following order was given: "Engine 917 run extra and has right over extras 914 and 915 A to B." Engine 917 is going south. Is the order proper? J. H. C.

Answer: The order is not proper for the reason that the Standard Code provides in rule 201 that train orders must be in the prescribed forms when applicable. In the case at hand a part of the right of track order which is known as form C was inserted in the middle of the run extra order which is known as form G. Under such an arrangement it can be seen that a question can arise as to the limits of extra 917, as such limits are not clearly defined. It is for the above reason that the Standard Code of train rules states that the prescribed forms must be used when applicable. The order should have read: "Engine 917 run extra A to B and has right over extra 914 and 915 A to B."

The train dispatcher must use the authorized forms whenever it is possible to use them. The authorized forms may be combined when desirable, but when they are combined care should be taken to see that the wording is not mixed up.

LOGANSPOUT, IND., March 4, 1913.

EDITOR TRAIN RULES DEPARTMENT:
Kindly give me your understanding of the following orders:

Order No. 1: "Engine 1 run work extra 7:01 a. m. until 7:01 p. m. between A and B."

Order No. 2: "Engine 2 north protect against work extra 1 between A and B."

Question: Extra 2 north is ready at 7:01 p. m.; is it necessary for them to protect against work extra 1 after 7:01 p. m.?

Order No. 3: "Work extra 1 has right over No. 2 between A and B."

Question: At the expiration of the time limit is the right over still in effect and must it be observed? G. H. K.

Answer: Order No. 2 is improper for the reason that work extra 1 not having been relieved from protecting against extra trains by order No. 1 must protect and this being true all that is necessary for extra 2 north to have is a copy of order No. 1. The Standard Code does

not show an order corresponding with order No. 2. But laying aside the error of order form and taking up the question assuming that order No. 2 is correct, in my opinion extra 2 north need not protect after 7:01 p. m., as both extras hold order No. 1, which limits the existence of the work extra to 7:01 p. m. I also give the same reply in regard to order No. 3.

If the work extra had been given a meeting point with extra 2 then the meeting point order would not have been fulfilled at the expiration of the time limit, as the explanation requires the trains to actually meet in such a case owing to lack of a proper explanation in Rule 220.

It is my opinion that whenever an order affecting a work extra is given such order should correspond to the general time limit of the work order. For example, in the case at hand, order No. 3 should have read: "Work extra 1 has right over No. 2 between A and B, 3 p. m. to 7:01 p. m." In fact the above example is the one given by the Standard Code and should be followed so that questions of this character cannot arise.

FREMONT, O., March 5, 1913.

EDITOR TRAIN RULES DEPARTMENT:
"Extra 15 west run ahead of No. 3 until overtaken." There were two sections on No. 3. After first No. 3 had passed the extra could the extra proceed ahead of second No. 3? H. G. H.

Answer: Extra 15 has absolute right to move ahead of the second section of No. 3 under the same conditions as it did ahead of first No. 3. That is to say, when a train is named in a train order by its schedule number alone all sections are included; it therefore refers to the second section fully as much as to the first section. In such cases the rules require that each section must have a copy of the order and if the second section is not affected by such an order, which would be the case if the extra had no authority to move after first No. 3 passed it, then the second section should not have a copy of the order, because train orders are to be addressed to those who are to execute them. Rule 218 covers the case.

Drifting of Superheater Locomotives.

It is desirable to have a certain amount of steam used in the cylinders of superheater locomotives when they are drifting, and instructions are in effect on several roads that the steam must not be shut off entirely under these conditions. J. E. Osmer, master mechanic of the Chicago & Northwestern, has developed a device which is used on the West Iowa division to call the engineer's attention to the fact that the steam has been shut off entirely while the locomotive is drifting. This is accomplished by tapping a small pipe into a back cylinder head on one side of the locomotive, to which is attached a small check valve seated against the steam pressure in the cylinder. A small pipe extends to the cab, at the end of which a double disk tin whistle is applied. When steam is used in the cylinder the check is seated, but if it is shut off while in motion, which is contrary to instructions, a vacuum is created in the pipe, unseating the check valve and drawing air through the disk whistle. The engineer immediately opens the throttle far enough to break the vacuum in the cylinder. This amount of steam will aid greatly in lubricating the valves and cylinder packing, consequently reducing the wear on them. Another means of bringing about the same result is as follows: A T connection, where the old pipe, tapped into the center of the cylinder, connects to the lubricator, contains an upward seated valve. This is held against its seat when steam is worked, but if a vacuum is created it will sound a disk whistle. In this particular construction there is no check valve between the lubricator and the cylinder. Both of these devices have worked out successfully.—*Railway and Locomotive Engineering*.

Interstate Commission in Need of Men.

The Interstate Commerce Commission is in need of men with railroad experience for positions both at the office of the Commission and in the field. Appointments are made as a result of examinations conducted by the Civil Service Commission throughout the country.

Theoretically there are 300 examination places, but actually, at every examination held to date, no candidates have appeared except at barely a score of places. As a result the positions are practically going a-begging, mainly, it is thought, because the Civil Service Commission has no authorized method of advertising to reach railroad men especially.

The entrance salaries of these positions range from \$1,200 to \$3,000, with later promotions to even higher salaries, and it is believed that these salaries are sufficiently large to appeal to the railroad clerks and agents of the country if they could be reached with information concerning the examinations. The Civil Service Commission gives the announcements of examinations to the daily press, but, since the publication of the announcements is an entirely gratuitous service on the part of the newspapers and is usually considered uninteresting matter to the general public, they seldom get into print outside of the capital. Interested persons should write the Civil Service Commission for its form No. 376 and fill out and return to the Commission.

Violating Antipass Law.

At Denver, Commerce Commissioner Harlan has been conducting an investigation of charges that railroads are again using passes to get business away from competitors. J. B. Andrews, assistant to the vice-president of the Denver & Rio Grande, testified that in June of last year his road issued \$16,000 worth of transportation free to public officials and shippers, including passes to Senator Smoot of Utah and Senator Guggenheim of Colorado. General Agent Martin of the Rock Island also told of pass giving on that line.—*St. Louis Globe-Democrat*.

French Railroad Deficit.

The report of the general manager of the western section of the French state railroad, published in the *Journal Officiel*, shows that the service for the year 1911 resulted in a deficit of \$18,914,785. The total deficit for the service for the three years the railroad has been under control of the state amounts to \$33,846,865.—*Railway and Engineering Review*.

Railroad Gleanings

A Prominent Signal Engineer on Collisions.

To the Editor of the Railway Age-Gazette.

I have read with great interest the editorials in recent issues of the *Railway Age-Gazette* on the subjects of railway accidents, the investigations by commissions, and automatic stops. And I submit some thoughts of my own on these subjects.

From our knowledge of the workings of automatic devices and their liability to failure it is reasonable to conclude that the railways which have had automatic stops in use for any length of time have had things happen which if published would tend to make their further use a questionable procedure. For various reasons nothing is said about these occurrences, and the consequence is that the public, the railroad commissions and a great many railroad officers are looking forward confidently to the development of a satisfactory automatic stop.

Years ago we started to protect trains by means of manual block signals. I do not believe the greatest enemy of the manual block system can say that its record has been bad. It is better today than it was at the start, purely on account of the increase in the care and attention with which its operation is surrounded. At the start, however, there were many accidents which it did not prevent and it was only natural that efforts should be made to design something to take its place. The result of these efforts was the automatic signal, which, when it was first installed, was not very satisfactory, and yet nothing was said about its failures. Luckily no serious collisions occurred during the first few years of the automatic signal's existence (because of signal failures); and it was rapidly improved, and finally came to be looked upon as the corrective measure for the few accidents which occurred under the manual block system. A large mileage of automatic signals is in use at the present time. It is a matter of record that the accidents (collisions) recorded under this type of protection are more

numerous than those recorded against the manual block system, and yet commissions and the public still look to the automatic block system as the greatest development of the art. Probably if they knew of the almost unpreventable failures which sometimes occur to automatic signals, and which, were it not for the law of chance, would bring about destructive wrecks, they would question the necessity for displacing manual block by automatic signals.

I mention the law of chance in connection with automatic block signals, because it is not nearly so big a factor in the manual block system. Nearly every breach of rules in the latter results in disaster, because there are two trains involved. A similar failure in either the men or the apparatus may occur in connection with automatic signals and only one train be involved, so that circumstances may be such that no accident [collision] will occur. As a matter of fact, a large percentage of failures by the men or the apparatus in automatic block territory is of this kind, which reduces the number of disastrous failures. Again, even if two trains should be involved, it might occur—in fact it is almost the exception when it does not occur—that the train which has not been protected reaches the zone of another signal that is working properly or that is noticed by the engineman on the following train, and thus is protected. This still further reduces the proportion of disasters due to automatic signal failures; and shows how the law of chance operates to correct the failures occurring with this type of signal. The installation and maintenance of automatic signals is having very grave consideration, and it is very probably true that the same earnest attention is being paid to the safe operation of trains under this form of protection as has been given to manual block. So that it is only a question of economy whether manual block or automatic signals are used.

But wrecks happen in spite of all this. Instead of getting back to the basic cause, however, the tendency is to introduce still another so-called safeguard—the automatic stop. There is no ques-

tion but that this form of protection is very attractive. Unanalyzed the proposition appears to be that the automatic stop will remove the human element from train operation to such an extent as to prevent disasters from dereliction of the human element. But what about the human mind that is engaged in designing, manufacturing, selling, and in purchasing, installing, and maintaining devices of this kind?

Automatic stops will be installed, however. The tendency is strong in that direction. But a grave necessity exists for such an analysis of the entire situation with respect to such devices as will make evident the facts in the case. The public, the railroad commissions, and a large number of railway officers whose minds are not yet made up, or who are predisposed in favor of these devices should be informed as to their true nature, and should be told about not only the successful operation of some of the stops and the accidents they have prevented, but also the character of these devices, their inherent liability to failure, the possible accidents that might have resulted from these failures, and the true results that may be expected from their use, not on some short part of a given road, but on the large railway mileage which is included within the United States.

I do not believe that anyone, even an inventor, can see the ultimate solution of the safety problem in automatic stops, even insofar as the accidents they are particularly calculated to prevent are concerned. Their use will not add anything to the facilities provided for the safe handling of trains. The particular control they are designed to effect is already provided. The resultant advantage can only be a check against disobedience, and their use is simply putting off the good day when all will have to realize that the safe operation of trains depends entirely upon the quality of the discipline insisted on. It is putting off the day when railway employees must come to a realization that the public is holding them responsible for obedience to the rules and regulations which are laid down by the railways. When this day comes we shall operate

our trains safely without check under any system that is based upon correct principles, whether it is the order system, the manual block system or the automatic block system. Until this day comes we shall continue to have disastrous wrecks, no matter what type of protection we use.

As to block signaling, any fairly well designed scheme is safe. While distant signals might have assisted the engineman somewhat in the case of the wreck at Western Springs on the Burlington, still they bear no relation whatever to the results obtained. The main fact in that disaster was that a man did not stop at a signal indicating stop. The fact that certain members of the crew did not assist in the matter was, of course, a contributing cause, but nothing more; and the mere fact that a flagman made an effort to prevent the engineman from disobeying instructions seems to be a matter of congratulation, even if the flagman did not accomplish all that he tried to accomplish.

With respect to distant signals, we had an earnest discussion recently as to the desirability of the use of these signals in connection with manual block signals used as train order signals. The committee which made the final disposition of the matter was composed of general superintendents and the signal engineer—not an irresponsible body, you will acknowledge. The final ruling was that the use of distant signals in connection with any signals which were employed as order boards was inadvisable. The reason for this ruling was that it might be necessary to stop a train at any time up to the instant when the engineman had actually passed the order board. It was held that the introduction of distant signals would tend to give him more confidence in the probable position of the home signal than it was desirable that he should have.

Many operating men feel as this committee felt; and their desire not to install distant signals is prompted only by this vital consideration of the necessity of stopping trains at a stop signal at any time before that signal is reached regardless of the fact that some other

signal may have previously been cleared.

The following illustration will help to make clear the probable result of substituting mechanical checks for human care. A certain interlocking plant was installed for the protection of a lap siding, and probably every known check on the operation of this plant was provided. Nevertheless, in spite of this precaution a switch was thrown under a train. No very great damage was done, as the train was moving slowly. It could not be proved that there was a failure, because everything was found in perfect working order immediately after the occurrence, but it is very probable that something failed. The switch that was improperly operated was situated right outside the window of the interlocking station. The operator had to face this window in order to operate his machine, and he had a good view up and down the track in both directions. If he had used ordinary care and had not relied absolutely on the mechanical checks in the operation of his machine he would certainly have seen a train which was directly in front of him, and would not have deliberately operated a switch over which that train was passing.

In these two illustrations I have tried to make clear the fact that the objections that some railroad men have to automatic stops, the installing of distant signals, and more than a reasonable number of mechanical safeguards, are based on some real reasoning, and have back of them some highly instructive and conclusive experience. They are not the result of penuriousness.—Signal Engineer in *Railway Age-Gazette*.

Erie R. R. Requests Vigilance in Flagging.

The Erie Railroad has issued a bulletin requesting employees to be vigilant in observing the rules of the company on the subject of flagging trains. "The man who flags trains is a protector of human life and property, if he flags conscientiously," says the statement. "He becomes a protector only when he goes back a sufficient distance. Standing near the rear end of a halted train with flag or lantern in hand is not flagging; it is criminal negligence, and the company

regards it in no other light. Obey the rules to the letter. It is necessary to go back far enough on a straight line, as well as on a curve.

"The rules do not discriminate. Conductors are employed to be responsible. They always should know the flag is out the proper distance when their train stops. When they do not know, then they are as criminally negligent as the faltering flagman. Never mind about the engineer's whistle calling you in. If you get left, it is of less importance than if you caught the train and disobeyed the rules. The company expects and insists upon a strict observance of the flagging rules both by conductors and flagmen. They always should know that trains are absolutely protected."—*Railway and Engineering Review*.

Safety First.

What will probably be the greatest railway safety movement ever inaugurated is that which the Pennsylvania, co-operating with other lines in the eastern territory, is starting.

As one illustration of the interest taken by railway employees in the safety movement, it has been pointed out that over thirteen hundred people attended a Pennsylvania safety rally in Trenton, New Jersey, early in December. Lectures illustrated with photographs, lantern slides and tables of statistics were given by members of the railroad's safety committee.

With the view that a campaign for safety can only be made effective if the general public as well as railroad employees become interested, the Pennsylvania is organizing open "Safety First" meetings to be held in Altoona, Wilmington, Williamsport, Pittsburgh, Washington and other division points and has invited all the railroads running into those cities to co-operate.

Definite arrangements are being made for the meetings in Altoona and Harrisburg, and it is expected that in addition to the practical talks to be given by employees of the different railroads, and by R. C. Richards, chairman of the General Safety Committee of the Chicago & North Western, there will be short ad-

dresses by some of the railway executives.—*Railway Master Mechanic.*

Efficiency Bureau, Northern Pacific Ry.

President Howard Elliott, of the Northern Pacific Ry., has established a bureau of efficiency under the jurisdiction of the operating department in charge of Mr. George T. Slade, third vice-president, its purpose being to promote the welfare of the patrons of the road and the employees of the company, to effect greater economy in operation, to raise the standard of individual and department work, and out of this, secure closer co-ordination, and to derive a greater degree of dispatch and safety in the performance of the road's functions. The plan requires the superintendent of each division to act as the local representative to whom employees will offer suggestions and report conditions and practices in which the bureau can exercise its office of effecting improvement. Employees are requested to confer freely with the superintendent on all subjects and to make suggestions for the improvement of the service or working conditions as they now exist. Employees are enjoined in the circular to give the work of the bureau their earnest and sympathetic co-operation, and emphasis is laid upon the point that every employee ought to feel a personal interest in the movement for the benefit, not alone of the patrons of the road, but the employee himself and his family. The headquarters of the bureau will be at St. Paul, and Mr. Charles T. Banks will be in direct charge.—*The Railway and Engineering Review.*

Railway Receipts and Expenses.

The business of the railways for September while showing a considerable improvement over that of September, 1911, does not maintain the rate of increase set by the record-breaking month of August. The total net operating revenue of 90 per cent of the steam railways increased \$5,896,840 for September, while the increase for August was \$18,865,622. This increase in net operating revenue was at the rate of \$21 per

mile of line for the month or at the rate of 70 cents per mile of line per day.

The total operating revenues per mile of line for the month increased 6.5 per cent, the operating expenses 7.3 per cent and the net operating revenue 5.1 per cent.

The foregoing statistics are from the summary made by the Bureau of Railway Economics from the reports of the railways to the Interstate Commerce Commission. A special committee of the railways having headquarters in Chicago reports that bills now pending in the Federal Congress providing for an increase in the number of employees of the railways and for the rapid substitution of steel for wooden equipment will, if enacted, place the railways under an additional expense of approximately \$12,000,000 per annum for the former, and a total expense of \$632,746,000 for the latter purpose. Without compulsion, the railways in the course of three years have increased their steel equipment 750 per cent and their steel underframe equipment 256 per cent.

The receipts and the expenses of the steam railways for the month of October, 1912, are greater than for any other month in their history. Net operating revenue, which is the gross income before anything has been taken out for taxes and rentals, interest on bonds, appropriations for betterments or dividends, averaged \$15.71 per mile of line per day, which contrasts with \$13.74 for October, 1911, an increase of \$1.97. This is an increase per mile of line for the month of \$61.13, or 14.4 per cent.

The monthly summary of the Bureau of Railway Economics, compiled from the reports of railways to the Interstate Commerce Commission, covers for October 220,636 miles of line, or about 90 per cent of all of the steam railway mileage of the United States. The aggregate net operating revenue for this mileage was \$107,440,518, which is greater by \$14,870,125 than that for October, 1911. The increases were due in greatest proportion to the freight traffic, which is always greater in October than in any other month of the year.—*Bureau of Railway Economics.*

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The Moral Wave.

The principle of the law of supply and demand without distinction of person or thing, as old as governments, is being rudely set aside by a moral wave which is saying that there is a limit to this principle when applied to human affairs, and that the employer of labor does not possess a right to fix any condition he pleases simply because there are those who will accept service, driven to it by circumstances over which they can exercise no control—want their master, hunger and destitution the impelling power which drives them to accept conditions which public opinion is now declaring mean and degrading, inimical to society, breeding crime and lowering manhood and womanhood; and this demonstrated evil is creating public opinion which is demanding a minimum wage.

The investigation in Illinois is arousing the greatest interest. The Legislature

has gone deepest into the vicious system of supply and demand and its tendency to white slavery and criminality; and the Governors of twelve states have responded to Lieutenant - Governor O'Hara's appeal to join in a general movement to eradicate the evils of inadequate and unjust wages and conditions.

"Among the results that have already come from the Illinois Senate Commission's investigation," said the Lieutenant-Governor, "is that there has been a general exodus by the country girls from the city. Parents, aroused at the revelations the Commission has made, are sending for their daughters, who are glad to go home. The second effect is that child labor is being discouraged, as employers are commencing to dread public criticism which is being heaped upon them."

One of the big department store representatives testified that the profits last year were \$7,000,000, and that they had a reserve fund of \$12,000,000; employed 4,782 women at an average wage of \$9.20, ranging from \$3 to \$35 a week; which would mean that there were at least 1,000 women whose wages were less than \$5 a week. And yet, the best schedule they could make for them to possibly exist was \$7.25—clothing, \$1; laundry, 25 cents; room rent and board, \$4; car fare, 60 cents; lunches, 70 cents; doctor and dentist, 60 cents; church expense, 10 cents—\$7.25.

Seven lunches at ten cents per, while working to create a yearly profit of \$7,000,000, ought to make men cringe at public criticism. Yet, it is the natural result of the barbarous principle of supply and demand applied without conscientious scruples, and it is nearly always without any scruples. What the meanest competitor does in this direction offers an excuse for all. They are the class which cry out against organized labor because it interferes with their right to fix conditions as low as anyone will accept, though they are driven to it by the demand of hunger—moral obligation to humanity or to public welfare does not enter into it, it is all commercialism.

The principle the employers have con-

tended for is, that every worker stand alone, having the liberty, as they contend, to make such bargain as they choose, whatever the conditions, without being interfered with by any organization. That is the liberty of contract they talk so much of while they fix starving conditions for those who by force of circumstances are unable to combine and demand anything, and any effort to organize for self defense brings on war, the expense of which is shared by the Employers' Association or other associations which embody the principle of organized labor.

The Board of Trades, Employers' Associations, the Manufacturers' Association, the Typothetæ representing printing trades, are all closed shops with rules and dues; all demanding the principle of supply and demand regardless of results to society — every thought, profits.

The Utah House of Representatives has already passed a bill fixing seventy-five cents a day for the first year's service for women, and one dollar and twenty-five cents for the second year; which would be at the rate of four dollars and fifty cents, and seven dollars and fifty cents for a six day week.

The following is the most gratifying result of an aroused public opinion, and shows that many manufacturers would gladly do the honorable thing, if competition did not offer what they deem a valid excuse. The International Harvester Company sets an excellent example in issuing the following notice:

Every girl or woman employed by the International Harvester Company anywhere in the United States will receive at least \$3 a week, beginning March 24.

More than 800 girls' weekly pay checks will be raised to the \$3 minimum throughout the company's twine, canvas and core plants, and it is estimated nearly twice as many more women will receive increases, made necessary by the establishment of the higher minimum.

The girls working in Chicago alone, nearly 700, will profit by approximately \$25,000 a year. Most of these girls are of foreign parentage and none are required by their work to maintain a "dress up"

appearance at their work. The previous minimum for apprentices was \$5.

The establishment of this minimum is the first voluntary act in this direction by any corporation in the United States since the wage-for-women question came to the fore. It is a part of the company's regular program for betterment of its employers, brought to a focus by the corroborative evidence before the Illinois senate white slavery commission headed by Lieutenant-Governor O'Hara.

Following are the concrete results of the establishment of the \$3 minimum.

Wages of more than 800 girls in America are raised to at least \$3 weekly. Seven hundred and twenty of these are in Chicago alone.

The annual increase in pay, to the "minimum" girls alone, will be approximately \$25,000.

This, as pleasing as it is, is not going to effect a cure of the evils low wages is charged with. Eight dollars a week will demand efficiency, and naturally eliminate the weaker, and leave them stranded as the prey of men. In our opinion men must be penalized for their share in the downfall of women.

Up to the present moral wave the Unions alone, where organization was possible, have prevented oppression, unfair conditions and unfair wages; and, unfortunately, they have had to fight the employer backed by public opinion and the police.

Are Unions now to come into possession of the credit rightly due for the great moral work they have accomplished?

Workmen's Compensation Bill (S. 5382).

In the House of Representatives, on March 1, Hon. W. G. Brantley moved to suspend the rules and pass bill S. 5382, to provide an exclusive remedy and compensation for accidental injuries, resulting in disability or death to employees of common carriers by railroads engaged in interstate or foreign commerce, or in the District of Columbia, and for other purposes. On the bill having been read by the clerk, Mr. Brantley was given the floor and made the following address, which I would like very much to see printed in

full in the B. of L. E. JOURNAL, as it will surely be a subject for thought for those who are inclined to be doubtful on the subject—this Workmen's Compensation Bill, which in the Senate had but 5 opposed and in the House 81 opponents out of some 400—surely a very high compliment for the measure.

Fraternally yours,

H. E. WILLS,

Nat'l Legislative Representative.

SPEECH OF HON. W. G. BRANTLEY.

"MR. BRANTLEY: Mr. Speaker—The report of the Workmen's Compensation Commission was filed February 2 of last year and has been before the members of this body for 13 months. The report of the judiciary committee on this bill was submitted on February 4. The proponents of the pending measure are in no degree responsible for the necessity that has come of passing it at this late hour of the session. I make profert of my friend from Arkansas (Mr. Floyd), a member of the judiciary committee, who held this bill in the judiciary committee of the House from last May until February of this year.

"I make profert of my friend the distinguished chairman of the committee on rules (Mr. Henry), and of my distinguished colleague from Georgia (Mr. Hardwick), a member of the committee on rules, who for two days have engaged in a filibuster here against the measure being considered, as a reason why we are not considering it under a rule with opportunity for full discussion and amendment. (Applause.)

"Mr. Speaker, this is not a railroad bill. My friend from Arkansas (Mr. Floyd) so described it, and yet in his minority report from the judiciary committee he asked the House to make this bill an optional bill, which is the one and only thing the committee of 21 railroad lawyers who appeared before the commission urged the commission to do. (Applause.)

"The statement that the bill was framed by railroad claim agents is absolutely untrue. I helped draw every word of it as it came from the commission, and I never heard of a railroad claim

agents' meeting until months after the bill had been completed and introduced in the House. (Applause.)

"Now, Mr. Speaker, a word about compensation. In one of the reports of the Labor Bureau the statement was made that in the industrial pursuits of this country the death toll runs from 25,000 to 30,000 per year and the injured to more than 2,000,000. On the railroads of this country, according to statistics, one employee is killed every 2 hours and 15 minutes and one is injured every 6 minutes. There are over 4,000 killed and over 100,000 injured during each year.

"Mr. W. G. Lee, president of the Railroad Trainmen's Organization for 17 years, informed the commission that of these thousands killed and injured the railroads paid damages in not more than 10 per cent of the cases. Mr. Samuel Gompers informed us, and informed the judiciary committee, that of the 10 per cent who recovered damages not more than 35 per cent of what the railroads paid went to their pockets, but the balance went to the damage-suit lawyers and to expenses of litigation. (Applause.)

"It has been ascertained that in all industrial pursuits there is a large percentage of accidents that are inherent in the industry, for which fault can not be placed on anyone.

"In Germany, where statistics have been carefully kept for more than 30 years, it has been shown that 44 per cent of the accidents that occur are due solely to the inherent risk of the industry for which no one can be held responsible.

"In this country the statistics, so far as they have been gathered, show that the percentage of accidents due to the inherent risk of the industry run from 52 to 70 per cent. Under the negligence liability law the burden of this 40 or 50 or 70 per cent of the accidents is carried by the laboring man. The difference between compensation and negligence liability in the cases of railroads and others is this: In negligence liability the railroad carries the burden wherever you can prove negligence against the railroad. But where you can not prove negligence the laboring man carries the

burden, and statistics show that in not 50 per cent of the accidents that occur can responsibility be fixed upon the railroad. Consequently for those the entire burden is carried by the laboring man. Likewise the burden is carried by him and by his dependents when he is at fault.

"Compensation proceeds upon the theory that for every death or every accident there is an economic loss that must be borne by someone. It proceeds upon the theory of dependency, and upon the theory that a man killed as a result of negligence is just as dead as the man killed who has committed no negligence. It proceeds on the theory that the widow and children of the dead man are just as helpless and dependent when he was with fault as when he was without fault. It proceeds on the theory that it is human to err and that no man is strong enough, either mentally or physically, to be immune from mistakes. Compensation proposes instead of decreasing the rights of labor, instead of saying to railroad employees you can only recover in the few cases where you can prove negligence, you shall recover every time there is an accident. It abolishes the doctrine of negligence. It makes the fact of injury and not the fact of negligence the basis of recovery. It lifts from the back of labor a large part of the great burden of economic loss it now carries and places it upon the industry in whose service the loss was incurred.

"Mr. Sabath. Will the gentleman yield?

"Mr. Brantley. No; I decline to yield.

"My friends in opposition here say they speak for labor. In answer to the appeal of my friend from Arkansas, my friend from Georgia, and my friend from Texas, who say they speak in the interests of labor, and in reply to them I give them the name of other friends of labor who appeared before the commission and indorsed this bill and who appeared before the Committee on the Judiciary and urged the passage of this bill. I give them the name of Mr. Samuel Gompers, President of the American Federation of Labor.

"I give them the name of Mr. Stone,

Grand Chief of the Order of Locomotive Engineers; I give them the name of Mr. Garretson, Chief of the Order of Railway Conductors; I give them the name of Mr. Lee, President of the Railroad Trainmen; and the name of Mr. H. E. Wills, the legislative representative of them all; and I ask you whether or not those men would be before the commission and the committee advocating a railroad bill. (Applause.) Mr. Gompers was quoted by my friend from Arkansas (Mr. Floyd), but he read only a part of what Mr. Gompers said. Mr. Gompers said that he knew that a compensation law was not a thing that was sought by the employers of England nor by those of Germany nor by those of the United States. He further said:

"If the railroad companies are agreed with me, I cannot help it."

"That is the answer that he made to the question of the gentleman from Arkansas (Mr. Floyd).

"Mr. Speaker, a compensation law is a simple thing to understand. All in the world that it does is to say that as a substitute for negligence liability, where recovery is permitted only in a few cases, a recovery shall be permitted in every case of accidental death or injury.

"It fixes that amount of recovery, and carries that amount to the widow in her hour of distress and when her need is greatest. It carries the money to the injured man when he is flat on his back, and not at the end of one or two or three years of litigation. (Applause.) And it carries all of it, and not a fourth or a third, as under negligence liability laws. The Supreme Court of the State of Wisconsin, on November 14, 1911, in upholding the validity of a compensation law in that State, said:

"Legislate as we may in the line of stringent requirements for safety devices or the abolition of employers' common-law defenses, the army of the injured will still increase and the price of our manufacturing greatness will still have to be paid in human blood and tears. To speak of the common-law personal-injury action as a remedy for this problem is to jest with serious subjects, to give a stone to one who asks for bread. The terrible economic waste and overwhelming temptation to the commission of perjury and

the relatively small proportion of the sums recovered which comes to the injured parties in such actions condemn them as wholly inadequate to meet the difficulty.

"Compensation is the remedy proposed for the condition described by the Wisconsin court. It is a remedy that every great civilized nation of the earth save the United States has adopted. Fourteen States of the Union have already adopted it and eight more have named commissions to prepare compensation measures for adoption.

"The gentleman from Illinois (Mr. Sabath) cannot defend his position of opposition to this bill while declaring in favor of the principle of compensation, for this bill does the vital and all-important thing of establishing the principle of compensation. All else is but matter of detail that can be altered, changed, or modified hereafter as experience may show to be desirable.

"Mr. Speaker, we made this law a compulsory law, and we made it an exclusive law. My friend from Arkansas (Mr. Floyd) says that it ought to be optional. If it were made an optional law, you would allow each railroad of this country to say whether or not that railroad wanted to come under its operation. You would find under such a law that in those States where the railroad thought it more to its interest to come under the law the employee would refuse to come under it, and that in those States where the railroad refused to come under it the employee would want to come under it. The result would be that we would have a regulation of commerce enacted by Congress that no railroad in this country would observe. The theory of the commission was that the regulation proposed by this bill is a regulation of commerce, and that Congress cannot delegate its power to regulate commerce to any railroad in this country, and that Congress must declare the rule to be observed and compel obedience to it. Therefore, we made the law compulsory. Otherwise it would not be a regulation of commerce by Congress.

"We then made it exclusive. My friend from Georgia (Mr. Hardwick) talks about the New Jersey law. I beg to inform him

that that law is an exclusive law. Under its provisions when a man is injured he has but one remedy. He has the privilege, however, in advance of his injury to declare that if hurt he will not claim compensation, but will claim his right to sue. The employer likewise has the right in advance of the happening of an accident to one of his employees to say that he will not pay compensation.

"The law is thus an optional law, but at the same time it is an exclusive law, for when an accident occurs but one remedy can be invoked. The New Jersey law was enacted under the police power of that State. This bill, if enacted into law, must be enacted under the power of the commerce clause of the Constitution. To be a valid exercise of that power it must declare a rule of conduct that shall be observed. To make a national compensation law optional in form would be the same thing as making the safety-appliance law, the boiler-inspection law, the hours-of-service law, optional in form. It would be to declare a legislative absurdity.

"We have made this bill exclusive in form. This of necessity resulted from abolishing the law of negligence. I think there are but few in this advanced age of enlightenment and civilization who would have a compensation law otherwise than exclusive in form. To enact a law under which the railroad would be forced to pay unlimited damages in cases of negligence and fixed damages when free of fault would be the height of injustice. To give the injured employee after his injury the option to sue for damages or to claim compensation accordingly as he had a case for damages or not would be to accomplish no reform. It would be simply to create an injustice. It would preserve all the iniquities, the extravagant waste, and the strife-breeding qualities of negligence liability. There would never be an accident when the fact of negligence would not have to be ascertained. There would never be an accident without a contest between the damage-suit lawyer and the claim agent over the question of whether the injured man should sue for damages or accept compensation.

"In addition to these considerations the commission was of the opinion that the law must be exclusive in order to be constitutional. A regulation of commerce in order to be valid must be reasonable, and a regulation giving the employee an election of remedies, giving him the right to sue for damages, or to claim compensation, just as he preferred, would not be a reasonable regulation. It would be but the arbitrary adding of an additional burden to existing burdens without any compensating advantage. Able lawyers appeared before the Commission to urge that a compensation law would be violative of the due process clause of the Constitution. They said that to compel the railroad to pay where it had committed no fault, had been guilty of no negligence, had violated no duty, and had entered into no contract to pay would be the taking of its property without due process of law. Clearly this would be true if that was all compensation did, and equally clear it is that that is all compensation would do if the employee should be given an election of remedies.

"The Supreme Court has held that the relations of master and servant engaged in interstate commerce are so related to such commerce as to be within the regulating power of Congress. This bill is but a regulation of these relations. It is a regulation reasonable in form, for as an offset against the arbitrary taking that it authorizes it relieves from unlimited damages and from suits to recover same. It observes the due process clause of the Constitution. It is a scheme of mutuality under which each party both gives and takes, and all for the benefit of each and of the public.

"Some gentlemen who have not seriously studied the question while admitting that compensation is a good thing for the man who can not prove negligence, say that the benefits given to this man are given at the expense of the man who has a case for damages. But not so. Compensation is absolutely fair. It treats all alike. Unlike negligence liability, it makes no discriminations. This bill is for the man who has not been injured. If it becomes a law, it cannot affect the man who at that time has been injured

or who has a case for damages. Railroad employees are engaged in a hazardous occupation. They are liable to be injured or to be killed. They may be injured or killed in a way whereby damages can be obtained or in a way whereby they can not be claimed. No man can foresee in advance the manner in which he will be injured, and, therefore, in advance of any injury compensation says to all, treating all alike, that if anyone is injured, regardless of the question of negligence, he shall be compensated. There could be nothing fairer, nothing more humane, and nothing that ultimately can prove of more benefit to both employer and employee and to the public. The freedom from the irritation and friction of constant litigation between railroad and employee must mean better and more harmonious relations between them resulting in better and safer service of the public.

"The penalizing of every accident must reduce the number of accidents. The elimination of any reason for obscuring the cause of accidents must make the ascertainment and removal of such cause easier of attainment. The unclogging of the dockets of the courts by striking therefrom personal-injury litigation will prove a boon to other litigants and to taxpayers.

"There is but one class of our people that the passage of this bill will hurt, and that is the class of damage-suit lawyers and their retainers in and out of railroad service. The Commission found that the railroads now pay something more than \$10,000,000 per year for injuries to and deaths of their employees, and that of this enormous amount full \$5,000,000 goes to waste in that it never reaches those for whose benefit it is paid. Lawyer fees and expenses of litigation consume it. No good citizen, it seems to me, can commend a system that in practice results in so much waste.

"I want to remind my lawyer friends here and elsewhere that the practice of law is more than a trade. It is a glorious profession in which there is a high duty to government and society as well as to client and pocket. The fact that our Government is one of law and not of men explains why the lawyer has been

given more honor and more prominence under it than under any other government of the world. The lawyer of America has been true to high ideals throughout the past. He must be true to these ideals throughout the future if justice between man and man is to be preserved. He must ever strive for wiser and better laws and for the establishment of exact and equal justice if he would justify the confidence heretofore reposed in the priests of the law.

"In my judgment, the lawyer can no more stand in the way of laws that eliminate strife, that destroy litigation, that make justice easier and quicker to be had, because strife and litigation and injustice mean fees to him, than the medical profession can stand in the way of health and sanitation laws because that profession thrives on disease and death. I commend this thought to my lawyer friends who oppose this bill."

LINKS.

To all General Chairmen on all Lines in Southeastern Territory.

The General Chairmen's Association of the Southeastern Territory will meet at Jacksonville, Fla., Monday, April 21, which is two days in advance of the union meeting which opens there on April 23. All members of the General Chairmen's Association are requested to be present, and all those that did not become members when the Association was organized in Atlanta, Ga., September 26 and 27, 1911, are extended a welcome invitation to be present and become members. It matters not whether you are on a small or large line, the good that you can do and the benefits that you will derive by being a member of this Association will more than pay you for your time and trouble. At the close of the Chairmen's Association the union meeting will open and I am sure we will all want to remain over for this, as I have been advised by Brother Hoskins, chairman of the union meeting committee, that the second day of the meeting will be conducted by the Chairmen's Association, and Bro. J. I. Whiddon, of the Southern Railway, will preside, and Brothers W. P. Watson, of the S. A. L. Ry., and T. J. Bissett, of

the L. & N. R.R., will open the discussion on "Wages and Working Conditions." I am sure that the valuable information received on this day alone will more than pay us for the trip, besides the other courtesies that will be extended to the visitors. We want to have a solid organization of General Chairmen at this meeting and then let us help to make this union meeting the grandest success in the history of the Brotherhood. All the Grand Officers that can attend these meetings will be present. The headquarters for the Chairmen's Association will be at the Aragon Hotel and our meetings will be held in I. O. O. F. Hall on Market street.

Trusting I will meet you all on April 21 with a warm hand clasp, I remain,

HARRY HUDDLESTON,

S. & T. Chairmen's Association.
Manchester, Ga., March 10, 1913.

THE Southeastern Territory union meeting, as indicated in the February and March JOURNALS, will be held in Jacksonville, Fla., April 23 to 26, inclusive, to which all members of the B. of L. E. and G. I. A. are cordially invited.

Information concerning the meeting can be had by corresponding with either: Bro. R. M. Sparkman, 22 W. Third street, Jacksonville, Fla., chairman committee of arrangements; Bro. J. M. Cheves, 33 Ashley street, chairman committee on entertainment; Bro. R. J. McKenzie, 833 South street, Jacksonville, chairman finance committee.

These committees are ably assisted by a committee representing the G. I. A.

A list of some of the hotels of Jacksonville are here given as information, with assurance that everything will be done for the comfort of the guests:

Shamrock, \$1, European.

Seminole, \$1.50 to \$2.50 without bath, \$2.50 to \$4 with bath, European.

Park Hotel, \$1 to \$2, European.

Virginia, \$1 to \$2, European.

Waverly, \$1 to \$2, European.

Osceola, \$1, European.

St. George, 75 cents to \$1, European.

Windsor, \$1.50 and up, European, \$4 and up, American.

Astor Hotel, \$1 to \$2, European.

Albert, \$1 to \$2, European.

Aragon, \$3 to \$4, American, \$1.50 to \$2.50, European.

Burbridge, \$1.50 to \$2.50, private bath with all rooms, European.

Duval, \$1 to \$2, European.

Everett, \$1 to \$2, European.

Flagler, 75 cents to \$1, European.

Jackson, \$1 to \$2, European.

Melson, \$1 to \$2, European.

New St. James, \$1 to \$2, European.

New Travelers, \$1.50, American.

Join us in this union meeting and help make it the greatest union meeting ever held.

Fraternally yours,

R. M. SPARKMAN, Div. 309.

Chr. Com. on Arrangements.

An illustrated article on this subject from the pen of the chairman, Brother Sparkman, will be found on page 287 of this issue.

Bro. T. J. Hoskins, Chairman Tennessee Legislative Board, adds the following to interest and enlighten those who will attend.

It was at Savannah in 1910 that the idea of forming a federation for the purpose of promoting union meetings in a systematic manner and for the good to be accomplished in connection with the pleasure to be derived was first formulated. From that suggestion a preliminary organization was formed, and each Division in the states of Kentucky, Tennessee, North Carolina, South Carolina, Georgia, Alabama, Mississippi, Louisiana and Florida were asked to join in forming a federation. Later, Virginia was brought into the territory, and the union meeting federation became enshrined in the love and pride that we cherish for our beautiful Southland.

This union meeting idea came just at the time when the organization was growing weary with the mixing of heavy routine business with the merry-making, sight-seeing throngs that overran the hotels and crowded the trains to suffocation. Just as the organization has eliminated the pleasure feature from the convention, and decreed that it shall be a strictly business gathering, to meet but once in three years, the union meet-

ing—coming as often as you please—gives us a chance to meet and mingle and grow in the esteem of each other, and at the same time to mature ideas and build sentiment in a manner to benefit the organization. If you have an idea, bring it along. Others will have theirs with them, and “an even exchange is no robbery.” . . .

The people of Jacksonville will welcome the visitors to the union meeting. The Board of Trade will entertain the entire company for one evening with their “Hot Iron” program. The Board of Trade rooms are tendered free for the meetings, and the entire town will cooperate with the local committees to make the meeting a success.

There will be three important subjects under discussion. It was determined at Harrisburg to discuss legislation, wages and working conditions and insurance. These subjects will be taken up. The general chairmen’s association will meet in Jacksonville April 21, and will remain for the union meeting. They will have charge of the discussion pertaining to wages. Bro. W. P. Watson, general chairman of the Seaboard Air Line, and Bro. T. J. Bissett, general chairman of the L. & N. will open the discussion. Bro. J. I. Whiddon, general chairman of the Southern Railway will preside.

The general program has not yet been made up, but it is understood the Grand Chief and a number of the members of the official family will be at the meeting. Brother Futch will attend, and it is hoped that he and Mrs. Murdock will open the discussion on insurance. The educational and beneficial side of the meeting will not be neglected.

After the meeting the real feature of entertainment will be the trip to Cuba. The first stop will be at St. Augustine, the oldest city in the United States. It is quaint but surpassingly beautiful. There are marks of the old town contrasting with the new and modern architecture within a radius of a mile. There is to be seen here the most distinct marks of Spanish rule in the United States. The Fort San Marco, built of shell rock, is in a fair state of preservation, and if the visitor has time to visit

the South Shore and see the fretful breakers of the sea that would drive a ship to shelter within the bay, he could realize the masterful effect of the fort as a defence to the city. The very foundation of the city is a story of cruelty, privation and desertion of the early colonists by their leaders, who left their colony at Smyrna and took shelter within the fort. For 200 years this fort was the strength of St. Augustine, and St. Augustine was the strength of Florida. In literature the city is associated with the name of Ponce De Leon, and his search for the Fountain of Youth.

It is not definitely settled whether the party will stop at Ormond. A few minutes spent there would not be amiss. The great beach upon which the world's auto records have been made is worth reviewing. It is composed of the particles of shells that, under the microscope, are round and unfit for mortar, but the moment the waves leave the apparently wet sand, the surface is so firm that the hoof of a trotting horse will scarcely leave a mark upon it. This wet surface keeps the tires of the auto cool. A mere stop at the station will give a view of natural scenery, than which there is nothing in the state more beautiful.

The train will pass through the orange groves and by fields of growing pineapples. For 300 miles or more the train will run along in sight of the Indian River—not a river, but a lagoon of salt water, separated from the sea by a ledge almost constantly in view, and which impresses one as being the farther shore. Finally the train will "take to sea," and the party will pass over the Flagler extension, which is a railroad built from key to key, and truly a wonderful feat of engineering skill.

A night will be spent at Key West, and the start for Cuba by boat will begin at 8 a. m. The party will arrive in Cuba at 2 p. m.

The attractions in Havana alone are worth the trip. Here are the relics of the cruel rule against which the Cubans so long struggled, and to end which our own nation finally took up arms. Here is a young growing nation, the freedom

of whose people is a monument to the generous spirit of America. You will enter the harbor through the water made sacred to American hearts by the loss of the Maine and our brother seamen. As you pass through these waters, you will gaze upon Moro Castle—the imperishable sentinel of the city—within whose walls many stout hearts have perished for their devotion to liberty.

The Spanish statesman, Emilio Castelar, who championed the cause of Cuba in her darkest days, thus described the island:

"Her climate is a perennial spring, her surface a boundless fruit garden, every plantation is crowned as with a garland, every thicket is like a bunch of flowers; the cane which distils honey, bourgeons again, for the eighth time, from its stock; the coffee groves and fields are numberless; side by side with the broad leaves of the plane tree the palm rears aloft its rustling diadem; the banana and the cocoa tree offer fruits which satisfy the hunger and slake the thirst by their refreshment; there is no venomous creature in this land, and in the air a choir of singers raises a ceaseless strain to the heavens which are filled with the luster of tropical light."

To make this trip is worth your while. The meetings will be business classes, studying the great problems that confront the Brotherhood, and will be attended by the brightest minds in the Order. The trip to Cuba will be through a country where nature has showered her charms in the most prodigal of moods. The green verdure of plants contrasting with the moss-covered trees, the birds that nest in the yard and sing and flit about the door, the sheen of silvery streams and the peaceful bosom of lakes and bays basking in the strong light of the tropical sun whose rays are tempered by flower-scented breezes that stir delightfully, gives one an imperishable joy that lingers in memory ever afterwards. The traveler comes away, but

"With dreamful eyes
His spirit lies
Where summer sings and never dies."

Every year the number of persons who return to visit this land of loveliness and

to regain their wasted powers grows larger. Henceforth you will be one of these.

Come to Jacksonville!

To all Members of the Brotherhood of Locomotive Engineers, Greeting:

You are cordially invited to attend the fiftieth anniversary of Division 1, given by Divisions 1 and 831, at Riverside Temple, corner Baker street and Hubbard avenue, Detroit, Mich., on Wednesday, May 7, 1913.

On May 7 secret meetings will be held at 1:30 p. m. and 7:30 p. m.

May 8 secret meeting at 1:30 p. m., when there will be a reading of the minutes of May 8, 1863, and installation of officers of Div. 831, by Grand Officers and Bro. A. S. Mead, General Chairman Wabash General Committee of Adjustment.

From 5 to 8 p. m., a banquet will be served to engineers and wives.

At 8:30 p. m. grand ball.

Good programs have been arranged for the secret meetings and a large attendance is desired and the committee will be gratified if a number of our Brother members who are officials attend.

All come to Detroit, the city of the birth of the Brotherhood on May 7 and 8 1913, and a royal good time is assured.

F. T. CHOVIN, Div. 1,

A. F. RENSSED, Div. 1,

J. E. WURTSMITH, Div. 831,

Invitation Committee.

THE twentieth annual convention of the Air Brake Association will be held at the Planters Hotel, St. Louis, on May 6 to 9, inclusive. The subjects and committees selected are as follows:

"Will the Triple Valve Operate as Intended? That Depends."—S. W. Dudley.

"Starting, Running and Stopping Long Freight Trains."—F. B. Farmer.

"Undesired Quick Action, its Prevention and Remedy."—C. N. Remfry.

"Clasp Type of Foundation Brake Gear."—T. L. Burton.

"Friction and Wear of Brake Shoes."—Robert C. Augur.

"Recommended Practice."—S. G. Down, chairman; Geo. R. Parker, H. A.

Wahlert, J. R. Alexander, N. A. Campbell.
Topical Subjects—

"Air Hose Failures."—T. W. Dow.

"Steam Heat Drips."—C. W. Martin.

As topical subjects are always interesting and instructive, each member is invited to send a topical subject to the secretary as early as possible, so same may be placed before the executive committee for consideration as to its being presented to the convention meeting.

H. A. Wahlert resigned as president of the Association, having accepted a position with the Westinghouse Air Brake Co., and the executive committee has ratified the advancement of first vice-president W. J. Hatch to the presidency of the Association. Mr. Hatch is general air brake inspector of the Canadian Pacific at Montreal. F. M. Nellis, 53 State street, Boston, Mass., is secretary of the Air Brake Association.

Bro. W. J. Hatch is a member of Division 689.

It is with pleasure that the members of Div. 153 announce the promotion of Bro. F. S. Kirby from road foreman of engines to general road foreman of engines on the B. & O., with headquarters at Baltimore, Md.; and Bro. Geo. E. Novinger promoted to road foreman of engines to succeed Brother Kirby on the Chicago division, with Bro. Delbert Hartel appointed as assistant road foreman of engines to Brother Novinger, all members of Div. 153. Fraternally yours,
J. E. MANION, S.-T. Div. 153.

It is with pleasure that we announce the appointment of Bro. C. P. Collins, member of Div. 208, Springfield, O., to the position of road foreman of engines on the Sandusky division of the Big 4 Railway.

Brother Collins began his railroad career in the Green Mountains on the Central Vermont R. R., where his father was a conductor for over 40 years.

Brother Collins has been in the employ of the Big 4 several years and has always been an enthusiastic member. He has served as delegate and on our Local Board with credit to himself and the good of our members. We believe in

this new position Brother Collins will do much to improve the welfare of the engineers, which will result in profit for the company. All the Sandusky division engineers wish him success in his new position.

Fraternally yours,
Div. 208.

BRO. DANIEL G. MYERS, member of Div. 237, has been appointed assistant road foreman of engines, Pittsburgh Division, P. R. R., with headquarters at Youngwood, Pa.

Brother Myers has always been a staunch member and hard worker for the interests of the Brotherhood, and during his many years of service as local committeeman, delegate to the G. C. of A., and representative at three conventions, has always been noted for his loyalty and honesty of purpose and the fearless manner in which he fought his many battles according to his understanding of what was right.

His friends and associates join in wishing him success in his new field of labor and are glad that the Pennsylvania R. R. Company has recognized the ability of this good Brother.

In conclusion, wish to admonish all engineers who aspire to an official position of any kind to study and adopt the unblemished character of this Brother as to Truth, Justice, Sobriety and Morality, and also his upright honesty in all dealings with his fellowmen. Fraternally,
BOLIVAR.

BROTHER JOHN R. TIERNEY, who has been running out of Parsons since 1882, and has been a member in good standing of Div. 179, B. of L. E., all of this time, has been promoted to the position of road foreman of engines over the Sedalia, Kansas City, and Neosho divisions of the Missouri, Kansas & Texas Railway system, with headquarters at Parsons, Kans.

Brother Tierney is one of our best locomotive engineers, and is fully competent to fill the position to which he has been promoted, and he has the best wishes of Div. 179 for his success.

Yours truly,
CURTIS PARSONS, S.-T.



BRO. MYER HURLEY, DIV. 806.

BRO. MYER HURLEY, member of Div. 806, was appointed by the Governor to the Utilities Commission of Kansas in January, and the appointment coming at the solicitation of the various train service organizations of the state shows his popularity among all classes. As chairman of the A. T. & S. F. since 1899, as a delegate to various conventions of the B. of L. E., chairman of the executive committee, and at the Harrisburg Convention elected a member and chairman of the Board of Trustees of the Insurance Department, he is as widely and favorably known as any lay member of the Order.

Brother Hurley is a good mixer, but, though the writer has known him for many years, we never knew him to be guilty of mixing in politics before and assume that his many friends are responsible now for the exalted place in which he finds himself.

That he will be a credit to himself, to

his friends and to the state of Kansas, we feel assured, and unhesitatingly extend our good wishes for his success we think already assured.

Brother Hurley belongs to a family of men of affairs and as a B. of L. E. family, the following will be of interest: Brother Commissioner Myer Hurley; Bro. E. M. Hurley, a C. B. & Q. striker, president, with N. C. Hurley, vice-president of the Hurléy Machine Company of Chicago; and Bro. J. D. Hurley, vice-president and general manager of the Independent Pneumatic Tool Company of Chicago.

Our brother commissioner, with his estimable wife and four children, resides in Argentine, Kansas; but no one will be surprised if his address is changed to the Capital City, Topeka; but wherever he resides all who know him and his family will wish success may attend them.—
EDITOR.

JOHN B. GALIVAN received a well-merited promotion to the position of acting superintendent of the Los Angeles division of the Santa Fe railroad on March 5, after 26 years of faithful service with that company. For the past six years he has served as trainmaster at San Bernardino and is a well known and well liked railroad man, which he has been since the year 1887, when, known as the "boy engineer," he brought an engine across the continent for the Santa Fe to San Bernardino.

John is one of the most popular officials on the road and is a member of Dewey Division No. 398, B. of L. E., which Brotherhood is proud of the fact that one of their members is chief, the highest position to be attained, over the 500 miles of road comprising that division. Mr. Galivan is still the same likable fellow as when he "packed" waste in his overalls, and will make an excellent executive not only from the fact that he has the ability and brains to perform his duties, but also by the way the "boys" all pull for him and wish him success in his advancing leadership.

WEDNESDAY, February the 26th, witnessed the birth of Capital City Division 828, at Regina, Sask., Chief Baxter and nine Brothers from Thunder Creek Div.

510 being the organizers. At 20 o'clock the meeting was called to order and after 24 members of Div. 510 were transferred to the new Division they proceeded to elect J. F. Drummond Chief, C. E. Hubbard Secretary-Treasurer, E. Urick Chaplain; F. E., J. Kain; S. E., F. H. Jenkins; T. E., C. J. Johnston; G., A. Urquhart.

Speeches were then given by the newly-elected officers, Chief Baxter and J. A. McAllister, of Moose Jaw Division, and a few other Brothers, after which the meeting was closed in due form and all retired to the Utopia Cafe, where a bounteous spread was served.

For some time past the need of a Division has been felt at Regina and this is now an accomplished fact due mainly to the untiring efforts of Bro. F. Knowles, whose service is duly appreciated by Div. 828. There are about 35 C. P. R. men working out of Regina eligible to membership, and in all probability the G. T. P. and C. N. men will find it to their advantage to join in the near future, as they have no Division here.
C. E. HUBBARD, S.-T.

T. J. BISSETT Div. 829, Jackson, Ky., was organized March 16, 1913, with ten members, eight transferred from Div. 455, and two initiated; and I hope before this appears in print that we will have that number doubled, as there are several to be transferred here yet and there is quite a bit of eligible material here for us to work on, which will be done at once.

We were visited by Bro. T. J. Bissett, general chairman of the L. & N. system, in whose honor the Division was named. Brother Bissett gave us quite a talk, something that some of the boys had never heard before.

Owing to the fact that this division of road has been operated by the L. & N. only since January 1, and up to date we are not working under the L. & N. agreement (or any other kind of agreement that I have ever seen), conditions are such here that there is room for considerable improvement in the line of working conditions and wages; while we have no room to doubt but what they will in

the near future be on an equal with any other division on the L. & N. system.

Unless I am mistaken, we will be able to have good meetings, as I think Brother Bissett, by his little talk to us, simply put new life in the majority of the Brothers.

Fraternally,

W. TUSSEY, S.-T. Div. 829.

It will be gratifying to the many friends of Bro. M. J. Flannery to know that at a regular meeting of Div. 421, held February 19, 1913, he was the recipient of a beautifully embossed set of resolutions presented by the New York State Legislative Board. Brother Flannery served on the said board for a period of 13 years as executive chairman, and a member of the board representing Div. 421, which position he held until December, 1912, when he resigned as executive chairman to take a position as salaried chairman of the G. C. of A. of New York Central Lines east of Buffalo, which position he holds at the present time.

Bro. Geo. W. Wrightson, of Div. 441, secretary of the Board, made the presentation. Brother Wrightson wears the badge of 40 years membership in the B. of L. E., and he paid a very eloquent tribute to Brother Flannery, having known him for the past 40 years. Brother Flannery was quite overcome, but man-



BRO. M. J. FLANNERY, DIV. 421.

aged to respond with some very appropriate remarks, giving a short history of his administration and the general working of the Legislative Board.

Brothers W. C. Wish, of Div. 87, J. M. Loftus, of Div. 382, Valentine Gallesdorfer, of Div. 328, J. J. Scott, of Div. 542, E. J. Day, of Div. 533, and J. Murphy, of Div. 421, members of the Legislative Board, and visiting Brother Bacon, of Div. 382, were present. Brother Wish, chairman of the Legislative Board, and many other members gave a short talk on legislative matters and usage they receive on the road. After the meeting light refreshments were served and a general good time was enjoyed.

Yours fraternally,

F. W. STONE, S.-T. Div. 421.



BRO. G. W. WRIGHTSON, DIV. 441.

DIVISION 302 and G. I. A. Div. 165 had a social time at 302's hall Saturday evening, Feb. 22, 1913. There was a large attendance of members, families and friends. We had dancing, cards and refreshments.

Brother Lowe, of Div. 302, and Sister Senaschell, of G. I. A. Div. 165, won the first prize as waltzers. We were all surprised to see Brother Lowe dance so fine.

All enjoyed themselves. Socials bring

families together and seem to create good by getting acquainted.

ONE WHO WAS THERE.

SPRING VALLEY AUXILIARY 212, Ellis, Kan., held their Washington Day social on Friday, February 21, with a large attendance and a good time. A very interesting program was rendered which was enjoyed by all present.

Several short talks were made by the Brothers, the principal one by Bro. Joe Cadden, on the pension which we wish that every Brother in the Order, particularly the young members, could have heard. Brother Cadden is an old member of the Brotherhood, and thinks the pension is the crowning effort of the Brotherhood, and that inside of ten years every labor union in the country will be adopting it because it is the right thing to do. Among the out-of-town visitors were Sister Engle, of Oakley, Brothers Mike Murphy, of Junction City, and J. P. Cadden, of Beloit.

After the program everybody present sat down to a fine supper. The table was loaded down with all a hungry man could wish for, and it soon disappeared. This was all supplied by the members of 212, and they deserve great credit. At a late hour the Sisters and Brothers and their families went home, having spent a very enjoyable evening, and everybody wishing we could have more of them.

Fraternally yours,

THOS. CHAPMAN, Ins. Sec. Div. 141.

PARSONS, KANS., March 10, 1913.

Mr. Wm. O'Herin:

DEAR SIR: At a regular meeting of Div. 179, B. of L. E., the following resolution was adopted by the unanimous vote of all members:

WHEREAS, Mr. Wm. O'Herin has retired from active service as superintendent of motive power and machinery of the M., K. & T. system, a position which he has held for the past 25 years, and before that time was a locomotive engineer working with us, and during that time the most pleasant relations have existed between him and the engineers on the M., K. & T. Ry., therefore, be it

Resolved, That we deeply regret his retirement from the position of superintendent of motive power and equipment, and hope that he will enjoy his well-earned rest, and that his years may be many and filled with happiness.

That a copy of these resolutions be sent to Mr. O'Herin, a copy to the ENGINEERS' JOURNAL, and a copy to the Parsons daily papers for publication.

With best wishes we remain

Yours very truly,

K. G. HOAG, C. E.

CURTIS PARSONS, S.-T.

THE celebration of the 21st anniversary of G. I. A. Div. 128, at Moose Hall, Indianapolis, Ind., March 6, 1913, commenced at 12 o'clock noon and lasted until 12 o'clock midnight.

There were gathered in or near 200 men, women and children. The opening was a chicken dinner, tables spread and covered with all the good things our land can produce. Tables were beautifully decorated here and there with flowers and candlesticks with red and green candles. The hall is one of the best in our city, neatly furnished, and was decorated for the occasion and is a very desirable place to be.

After partaking of a bounteous dinner the ladies passed the souvenirs around. The gentlemen received three-leaf clover to which was fastened a small pipe, representing American pipe. The ladies received a three-leaf clover and a plug hat fastened in the center of the clover, all in honor of St. Patrick's day, which was the nearest holiday to this event.

At 2 p. m. the regular meeting of G. I. A. Div. 128 was called by Mrs. F. Simms. In attendance at this meeting were 65 members and three visitors, and Mrs. B. Garman presented herself and was initiated, becoming an active member of G. I. A. Div. 128. It was a very interesting and happy meeting.

The tables being neatly set again, we were called to supper.

After supper the following program was produced and nicely executed:

Piano solo, by Miss Minnie Ruster; recitation, Miss Fay Heller; song, Miss

Nora Noonan; duet, Misses McCarthy; recitation, Master Morris Davis, grandson of J. S. McKibbin; recitation, Miss Marie Skinner.

After the program the orchestra played and all who chose shook the fantastic toe until they were tired. Then ice-cream and cake were served. Seemingly everything that could be done by this noble band of co-workers was done for our comfort and entertainment. Best of all, see how they work hand in hand. Peace and harmony prevail and good-will to men.

There were present members from all the railroads in the State of Indiana. This was certainly an enjoyable time, sitting around talking to Brothers and Sisters from other roads, hearing how they were getting along in their Divisions and on the railroads they represent.

The committee of arrangements for this event was: Mrs. F. Simms, President, Mrs. J. O'Hern, Mrs. J. McKibbin, Mrs. Geo. Roberts, Mrs. Wm. Weaver and Mrs. Carey. Visiting Sisters, Mrs. Bruce Walker and Mrs. J. Harrington, from Kankakee, Ill.; Mrs. Temple, of Chicago, Ill. Brothers from G. C. of A., Big Four, visitors, E. E. James, General Chairman; C. N. Smith, Div. 461, J. A. Carney, Div. 208, J. Scoby, Div. 175, Lee Harvey, Div. 143, Dell Barlett, Div. 400 and J. F. Nelms, Div. 37.

After refreshments dancing continued until the wee small hours, when we all repaired to our several homes happy with the day's gathering, all shaking hands and singing "When Shall we Meet Again." J. M. BEGGS, Div. 492.

On St. Valentine night, M. W. Cadle Div. 701, Cotter, Ark., gave their second annual ball, and it was the grandest affair of the season; the hall was crowded from early in the evening until late in the morning.

All who attended enjoyed the festivities, and look forward for next St. Valentine's day. There were visitors from Little Rock, Ark., and Joplin and Springfield, Mo. It was very gratifying to the engineers to see such a large crowd of friends turn out for this occasion.

We had the same experience at this ball that we had at our last—there were three Brothers last year who appeared on the scene with brides.

This year Bro. Owen (Happy) Kendrick surprised his many friends by taking unto himself a bride. The engineers and Happy's numerous friends wish him a long, happy life.

This Division has only two more members eligible for matrimonial blessedness, and I am very much afraid that unless their minds are made up to do as the four Brothers above mentioned on or before our next ball, that the age limit will prevent them from entering the home of true happiness.

With best wishes and success to the grand old B. of L. E.

Yours fraternally,
J. E. HARRISON, S.-T.

BRO. G. J. MCKINLEY, S.-T. Div. 96, Chicago, Ill., favors the Editor with his annual report covering the year's business for 269 members during 1912. His report shows the name and standing of every member—what he has paid, and times he has attended meetings—an excellent presentation, but we only give financial statement presented in his business way, which will no doubt interest many, and be a guide to those who desire to put the best into practice. He starts off showing a good reserve.

Balance on hand January 1, 1912.....	\$ 842.45
Dues collected during 1912.....	4,230.75
Received of Bro. Guild in payment of loan	50.00
Received of Div. 545 for representation at	
Convention.....	29.14
82 Insurance fines.....	20.50
Total.....	5,172.84
Disbursements.....	4,621.74

Balance on hand December 31, 1912.....\$ 551.10
DISBURSEMENTS DURING 1912.

Grand Dues.....	\$1,204.20
General Committee of Adjustment.....	900.00
Local Committee.....	637.96
Hospital Bill and Loan to Bro. A. Cushing..	306.00
Delegate to Harrisburg Convention.....	234.00
Strike Assessment.....	226.00
Illinois State Legislative Board.....	225.00
Salary of Secretary and Treasurer.....	200.00
Hall Rent.....	120.00
Suburban Committee.....	90.04
Bro. Harrington's Insurance and Board...	87.50
Printing.....	57.50
Loan to Bro. Guild.....	50.00

Supplies from Grand Office.....	49.40
Special Committee.....	37.69
Postage.....	30.00
Highland Park Home Assessment.....	26.70
Flowers.....	20.00
Loan to Bro. S. G. Smith.....	18.00
Bro. Finley's Insurance.....	17.50
Carriages at Bro. Ryerson's Funeral.....	14.00
Testimonial to Past Chief.....	10.00
Bro. Stacey's Insurance.....	9.50
Bro. Ryerson's Insurance.....	9.00
Legislative Work.....	9.00
Memorial Services.....	8.25
Appeal Case.....	8.00
Union Meeting Expense.....	7.00
Auditing Committee.....	5.50
Typewriting.....	2.50
Telegrams.....	1.50

Total.....\$4,621.74

Audited and Approved

E. P. HAYWARD, C. L. LATHROP, H. H. ST. JOHN.

MEMBERSHIP STATEMENT.

Membership January 1, 1912.....	265
Initiated during 1912.....	8
Deaths.....	2
Transferred.....	2
Expelled.....	0

Membership December 31, 1912..... 269

INSURANCE STATEMENT.

Delinquent Insurance Fund on Hand....\$	50.00
Insurance in force, Div. 96.....	565,000.00
Indemnity Insurance { Principal.....	20,000.00
Weekly.....	240.00
Cost of Insurance per \$1,000 for 1912.....	15.67

DEATH CLAIMS.

F. B. Le Valley.....	\$3,000.00
J. C. Ryerson.....	1,500.00

DISABILITY CLAIMS.

J. G. Bell (Left leg amputated).....	\$1,500.00
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INDEMNITY INSURANCE CLAIMS.

J. W. Sanborn.....	\$2.86
G. J. McKinley.....	45.71
N. Gorman.....	34.29

Respectfully submitted,

G. J. MCKINLEY,

Sec.-Treas. and Ins. Sec.

ONE of the most pleasant and agreeable occasions occurred at a regular meeting of Div. 172, held February 9, 1913, when the members of Div. 198, G. I. A. to the B. of L. E., paid us a social visit.

After our business was nearly completed the alarm sounded at the outer door. After ascertaining the cause thereof the Guide reported that a committee of ladies, composed of members of G. I. A. Div. 198, desired admission. In due time the request was granted and the following appeared: Mrs. Brandthorst, President; Mrs. James Van Clief,

Mrs. John S. Weeks, Past-President; Mrs. Wm. H. Robinson, Past-President; Mrs. C. Whamer, Marshal; Mrs. Harry Seeley, Assistant Marshal.

Our Chief Engineer, Brother Whamer, gave them welcome in a few well-chosen words, saying that the Division hall would be at their disposal.

Mrs. Brandthorst in reply thanked the members of Div. 172 for the courtesy and the courtesies heretofore extended, saying that they were here for a double purpose—to get better acquainted and to show the efficiency that may be obtained in drills and ceremonial work, of which they felt justly proud.

They retired and reappeared with the full membership of Div. 198. The chairs were vacated and they took full possession of the hall. We were treated to a beautiful exhibition of drills. The ceremonial work was grand. An elegant banquet in charge of Mrs. C. Whamer was served by the Sisters of Div. 198. Mrs. James Van Clief was selected as toastmistress and called upon all to speak their little piece. As usual, all responded.

Mrs. Van Clief was presented with a beautiful gift—an emblem representing the two organizations—in appreciation of the great services rendered to both.

The occasion was enlightened by a musical and literary entertainment by Mrs. Van Clief and a number of musical students, including the following members of Div. 198: Mrs. John Shieks, Mrs. C. Whamer, Mrs. August Graper, Mrs. Wm. Graper, Mrs. Grey, Mrs. H. Hathaway, Mrs. C. Klein, and three other great singers in this locality—Mr. C. Whamer, bass; Mr. Harmon Minkler, baritone; Theodore Warner, tenor.

We adjourned, singing the old-time song, "Come, Come Again and Be Happy."

OLD DORP.

THE regular meeting of Div. 205, B. of L. E., held March 2, was called to order at 12:30 p. m., two hours earlier than usual, in order that the ordinary routine of business might be finished so that we could entertain some of the local officials of the N. Y., N. H. & H. R. R. and C. N. E. R. R., who had been invited to be

present. Promptly at 3 o'clock the following officials were admitted to the Division room: Mr. A. W. Honeywill, superintendent of Midland division, Mr. R. D. Fitzmaurice, superintendent Western division, Mr. J. A. Droghe, superintendent Shore Line division, Bro. Joseph McCabe, M. M., Western division, Mr. E. S. Eden, M. M. C. N. E., and Mr. C. H. Mitchell, C. T. D. of Midland division. Mr. Honeywill was then called upon for a few remarks. He stated that he was pleased to be present with the engineers of his division and hoped to become more intimately acquainted with them, believing that better results would be attained.

Mr. Fitzmaurice expressed himself as being highly pleased to meet so many engineers, gave us a good instructive talk and wished to remind each and everyone that the latchstring of the door of his office is always on the outside for the use of the engineers and invited them to use it often.

Brother Joseph McCabe, master mechanic of the Western division, a member of Div. 589, gave us a good talk, reminding us of our obligations, and said that if the poorest man on the division lived up to his Brotherhood obligations, he must of necessity become a good man for so doing. He gave us lots of good advice from the standpoint of an engineer and a Brotherhood man, and further said as an official, that there are few good engineers outside the Brotherhood.

Mr. Droghe, superintendent Shore Line division, expressed his pleasure at being present; spoke of conditions which "have been adverse" as promising to be better in the near future. Alluding to discipline, said he hoped to see the cause removed, thereby eliminating it altogether. He expressed his willingness to meet the men half way and work together as one harmonious whole, for the good of all concerned.

Mr. E. S. Eden, master mechanic C. N. E. R. R., spoke interestingly about conditions and could see a chance for improving the same by a more harmonious way of working. Mr. C. A. Mitchell, C. T. D., on being called upon, stated that he was much gratified at being

present, declining to make any lengthy address, as he was only a visitor.

Brother F. S. Evans, our General Chairman, was then called upon to address the meeting, which he did in his usual able manner, stating that harmony between the officials and the men had been at a low ebb during the last three years; thought this was the forerunner of a better feeling and better spirit, and therefore better conditions for the company as well as for the men. He considered it one of the very best assets of any railroad company, he said. Numerous other Brothers of Div. 205 were called upon and remarks were made by many of them.

At 5 o'clock all retired in a body to the new Masonic Hall banquet-room, where were found tables groaning under the weight of roast turkey, escalloped oysters, shrimp salad and all that goes with it to make up a first-class dinner, furnished by Div. 107, G. I. A., after the partaking of which the ladies were the recipients of unstinted praise by all present. After this followed a session of wit and a flow of soul, nearly everyone present taking part in some capacity, members of the Ladies' Auxiliary included. About 50 members took chairs at the tables, after which a season of sociability followed for a couple of hours. All voted on retiring that we had a bully time.

CHAS. BARNES.

DANVILLE, ILL., JAN. 25, 1913.

Mr. S. T. Park, Superintendent Motive Power, C. & E. I. R. R., Danville, Ill..

DEAR MR. PARK: We have learned with deep regret that you are about to leave the service of the Chicago & Eastern Illinois Railroad to accept a position as president of the Monarch Pneumatic Tool Co. and vice-president of the Standard Railway Equipment Company, with offices at St. Louis, and I have been delegated by the Brotherhood of Locomotive Engineers to express to you our appreciation of the kind and courteous treatment extended to us during your long term of office as superintendent of motive power.

You have been very lenient in the disci-

plining of our men, yet we are sure that your leniency was prompted by the thought and belief that the company would gain and profit by the good and faithful service of the men you aided.

Personally and as the representative of the Brotherhood of Locomotive Engineers of the C. & E. I. R. R., who I have had the privilege of representing for the past seven years, I want to say that I have at all times, and under all circumstances, found you to be all that any fair-minded man or men could hope to expect.

We have always found you willing and ready to lend us a helping hand and I express the feeling of all the locomotive engineers on the C. & E. I. R. R. when I say that we have learned to love and respect you more than words can express, and it is with the deepest regret that we say goodbye.

Go where you may, good luck and God-speed are the wishes of the Brotherhood of Locomotive Engineers on the C. & E. I. R. R.

Sincerely,

E. F. McNULTY,

General Chairman B. of L. E.

DANVILLE, ILL., Jan. 29, 1913.

Mr. E. F. McNulty, Chairman, Brotherhood of Locomotive Engineers, Danville, Ill.:

DEAR MR. McNULTY: I received your letter of the 25th instant expressing the feelings of all the engineers on the C. & E. I. R. R., and it gives me a great deal of comfort to know that I am leaving with their best wishes.

It took considerable time for me to decide whether or not I should accept this position, but after thinking the matter over I considered that it was to my advantage to accept it and trust it is for the best.

I want to say to you as well as the engineers that your letter is highly appreciated. I have been with this company nine years this coming April and the time has been very pleasantly spent; any differences that have come up between the company and the engineers were easily adjusted.

If at any time you or any of the engineers are in St. Louis, my offices are 420 and 421 National Bank of Commerce

Building, and I will always be glad to see any of you and if I can do anything for the engineers I will be pleased to do so.

Sincerely,

S. T. PARK,

Superintendent Motive Power.

THE employees of the Connellsville division of the B. & O. system learning with regret that Bro. C. N. Cage, R. F. of E., had tendered his resignation with the intention of again resuming his engine and run in passenger service on his home (Cumberland) division, and on account of his impartial and fair dealing with the men during the years he had been with us, it was at once agreed that we could not permit Brother Cage to leave without taking with him some token of esteem; and the members of Connellsville Div. 50 got busy with contributions, and soon contributions were handed in from employees of several departments, which showed him in excellent standing with all with whom he had dealings.

February 17 being our regular meeting day, it was decided to kill two birds with one stone and tender Brother Cage our expression of regret at his leaving, and tokens of remembrance, which consisted of a very nice diamond ring for himself and a leather traveling bag for his better half.

On the morning of the 17th it was learned that Brother Cage was leaving on No. 6 for home, and the aid of Superintendent C. L. French was quickly sought by the Brothers, and he was asked to hold Brother Cage and have him appear at the meeting that night; and the result was that Brother Cage was present. He seemed rather peeved, as it is told that Mr. French's request was akin to a demand.

The room was quite full when Brother Cage made his appearance. Fuel economy was discussed at some length, but at last Bro. W. E. West arose and put an end to fuel economy with a speech in which he said in part:

"Before we close I desire to say a few words on a subject near to all of us.

Comparatively a short time ago there was sent to our division a gentleman to fill the position of assistant to our road

foreman of engines, who was unknown to the greater number of employees on the Connellsville division. This gentleman was acquainted with some of the boys from this division, having met them at our eastern terminal. By his kindly disposition and fair dealings with the men he soon won for himself the confidence and esteem of all employees working under him.

In the course of events it was a source of gratification to all of us when a position higher up became vacant through the promotion of one of our officers. Mr. Cage was promoted to the position of road foreman of engines, and I know you will agree with me when I say that he filled the position with credit to himself, with fairness to the men and, I believe, with entire satisfaction to the company.

It was a matter of regret to us when we learned that Mr. Cage had decided some short time past to leave our division, and we, the employees of this division, felt we could not allow Mr. Cage to leave our division without expressing to him our appreciation for his kindness and consideration to us while he has been with us in an official capacity.

We wish to assure you, Mr. Cage, that you take with you from the Connellsville division the best wishes of the employees, and we hope you will have all the success that is possible of attainment in your calling.

In a material way we would like to express to you our friendship in the presentation of a small token of remembrance which we have secured for you.

It now gives me pleasure, Mr. Cage, to present to you this ring, and it is our heartiest wish, desire and prayer that you may be spared many years to wear it and that you will find as much pleasure in the wearing as we find in presenting it to you."

As Brother West passed the ring to Brother Cage the expression on his face told more than words could do, particularly to Brother Cage, who is a man of few words; but by his looks and his expression of thanks all knew that the token was appreciated beyond expression.

Superintendent C. L. French followed,

who, in presenting a present to Mrs. Cage, said in part:

"I think after what Mr. West has told Mr. Cage tonight there is danger of his thinking he is the only one in consideration; but we do not want him to think so. Where we find energy and intellectual force in men we usually find there is a helpmate; and, while I haven't had the pleasure of meeting the lady that resides in his home, I am satisfied by the amount of work that Mr. Cage has performed on the Connellsville division that he has had the right kind of a person in his home. It always takes a good home to make a good man, and I am satisfied from my knowledge of Mr. Cage that he has had a good home and when he leaves here to travel back on the Cumberland division he will always regret it, that I know, even if it is his home. I can hardly understand why he turns from a good railroad, where they do something, to a railroad where all they do is block up the Connellsville division. They don't even want us to get into Cumberland; they keep us blocked up in the Narrows and send someone out to relieve us. What's your desire to leave the Connellsville division and go back to a division like that? At the same time he will say, 'Well, the woman told me to do that. I would like to stay, but the woman does not want to stay. She wants to go back.'

"As he is going and will have someone to go with him, and we do not know how well he has prepared for Mrs. Cage, some of his friends have provided for this by purchasing a traveling bag, so there will be no excuse for her not being ready, and Mr. Cage certainly ought to appreciate it. I know he does. I knew him for years before he came to this division, and I say he ought to feel proud for what you men have done for him who have presented this token. I know he appreciates it. I know he cannot express in words what he feels in his heart and when he says, 'I thank you' he means a whole lot, as 'Newt' Cage is a man right from the ground up as engineer, as assistant and as road foreman, or, in short, the biggest fault I have to find with him is that he did not have sense enough to know when to go to bed. He was always in harness

and always working, and that is what we like; but a man must take care of himself as well as take care of the company for which he works." Fraternally,

CHAS. W. MIELKE, S.-T. Div. 50.

DIVISION 737 is located in that part of the North American continent which in the minds of some people lies somewhere to the west of the rising sun and north of Mason and Dixon line (known as 36-30).

Now, my Brothers, had you been fortunate enough to be with us on March 4, upon which date not only did the United States proclaim her 28th President, but Dauphin Div. 416, G. I. A., celebrated her 5th anniversary, you would have witnessed an event long to be remembered by those who had the good fortune to participate in the bountiful repast which the G. I. A. ladies had prepared for the members of the B. of L. E. and their friends.

About 140 people gathered in the B. of L. E. hall and there did ample justice to the inner person to such an extent that some had to leave for home immediately thereafter.

A toast list and program had been prepared as follows:

TOAST LIST AND PROGRAM.

Chairman, Bro. F. L. Ball, C. E. Div. 137.
Overture, "The King," McMurray Orchestra.
"Grand President" (Sister W. A. Murdock, Chicago)—Proposed by Bro. R. M. Smith; responded to by Sister F. M. Mains, Toronto, and Sister Wm. Graham, Winnipeg.

"Grand International Auxilliary to B. of L. E. Dauphin Div. 416"—Proposed by Bro. Armor Thomson, Div. 737; responded to by Sister F. L. Ball, President of G. I. A. Div. 416 and Bro. W. H. Sutherland, Div. 737.

Male quartette, selected; song, Gracie Ball.

"Brotherhood of Locomotive Engineers' Lake Dauphin Div. 737"—Proposed by Mr. J. W. Skinner, locomotive foreman, Dauphin; responded to by Bro. N. C. Ferguson, Div. 737, Mr. Dan Hamilton, and Bro. W. B. Best, general chairman C. N. lines.

Vocal solo, selected, Mrs. J. McKeever.

"Visiting Friends"—Proposed by Bro. F. H. Arnold, Div. 737; responded to by Bro. W. A. Walker, Div. 737, and Bro. J. M. McLeod, Div. 737.

"The Auxilliary"—Here's to you and me and all of us, and to all who, whether they know us or not, have the living spark of good-fellowship glowing in their hearts.

We were very much disappointed that Bro. J. McLeod, who is one of our oldest and most highly respected members,

could not be present to respond to his name on the toast list, he being compelled to remain at home on account of a severe attack of illness.

However, we were exceedingly glad to have with us our "Henry Clay," or "Peace-maker," Bro. W. B. Best, general chairman Canadian Northern lines, who in his ever efficient and able manner expounded the very incarnate principles of the Brotherhood of Locomotive Engineers and breathed a living thought to be left in the ears of the friends as well as members of the B. of L. E. who happened to be within the hearing of his voice.

The banquet and program being concluded at 1 a. m., the main hall was soon put in readiness, and for the next two hours the light fantastic was indulged in, and when the final came all present joined in the sweet strains of the McMurray Orchestra, "We'll do the same thing over again."

Division 737 is exceedingly grateful to G. I. A. Div. 416 for the royal manner in which they entertained us, and I am living in hopes that the example set forth by them may be a means of awakening the members of Div. 737 to their full sense of duty and return to the G. I. A. the compliment they so gallantly set forth. Fraternally yours,
W. H. SUTHERLAND, Div. 737.

WE are still adding to our great family and we want to tell the readers of our JOURNAL about the fine time we had when Div. 830 was organized at Lancaster, O., on Sunday, March 9. Through the efforts of Bro. Organizer A. L. Gridley the engineers on the Zanesville division, Central system, Pennsylvania Lines west, have accomplished the one thing they have desired, and the one thing we have hoped for for a long time, viz: a Division of the Brotherhood of Locomotive Engineers on the old Cincinnati & Muskingum Valley Railway. This closes up the only open spot we had on the Pennsylvania Lines.

Visitors began to arrive early, and by 1 p. m., when the ceremonies began, there was just about enough room in the hall to handle the large class of candidates that was expected. There is not

space enough to give all the visiting Brothers' names, though we would like to very much. However, as near as we can remember, the following Divisions were represented: Nos. 34, 72 and 79, Columbus; 36, Newark; 255, Dennison; 293, Allegheny, Pa.; 480, Cincinnati; 809, Cambridge; 810, Chicago, Ill. Div. 34 had a fine representation.

Bro. James Neiswander, Chief Engineer of Div. 79, who fathered the new Division, started things going by appointing the following Brothers to assist him in the work: F. E., Bro. John Lewis, Div. 34; S. E., Bro. A. L. Gridley, Div. 810; T. E., Bro. A. Hinton, Div. 809; Sec.-Treas., Bro. H. R. Karns, Div. 480; Chaplain, Bro. Thos. Humphreys, Div. 34; Guide, Bro. T. B. Arehart, Div. 480, and Bro. M. A. Smith, Div. 34, Bro. Wm. Brobst, Div. 79, Bro. R. W. Karns, Div. 480, as assistants to the Guide.

Brother Neiswander opened the Division in due form, and read a letter from our Worthy Grand Chief giving him due authority to organize Div. 830 of the B. of L. E. at Lancaster, O.

The order of business was disposed of in a very rapid manner until the initiation of candidates was called for, and when it was found there were 15 applications and 4 transfer members it was seen that a decided halt must be taken in the order of business, and that this would be our busy day. Of course all you Brothers have seen an initiation, but this was *the* initiation. There is no use trying to put it into words, the attempt would be a failure; mere words would not explain the smooth and perfect work and the very impressive service at the several stations. Too much praise cannot be given Brother Neiswander and the other officers for the way this large class was handled, especially so because the different officers were from different Divisions, and there was no preparatory team work. After a few minutes' recess to congratulate and get better acquainted with our new Brothers we again got busy. Nominations for officers were in order. The new Brothers had their minds made up who they wanted and nominations were made, one ballot taken, and all offices filled without opposition. Bro. P. V. Cassley for Chief

Engineer, Bro. W. T. Wright F. E., Bro. J. E. Newlove S. E., Bro. Jas. Swartz S.-T., are the only names we can recall at this time, but we can assure you that they are all up-to-date, hustling Brothers. Every one of them in accepting their respective offices made it plain to us that he meant to give his very best efforts.

The installation of officers was next in order, and the old veteran of the Hocking Valley, Bro. Thos. Humphreys, was chosen to act as master of ceremonies. Here again we come to the place where words fail to express the feeling and impression that this ceremony left upon us. However, we feel safe in saying that this work was never better done than it was on this occasion.

All the new officers being installed and in their respective chairs, Div. 830 was opened in due form and held their initial meeting. The regular order of business was gone through with to the end, and we are here to say that if we had not just seen these Brothers take their stations it would be a hard matter to convince us that they were not old hands at the business. Under the head of financial business they paid all their bills, and had the money to do it with, too; under the head of new business they selected a name for their Division. A motion carried unanimously to name their Division after one of their members who came to them by transfer card—one who has been the most active in getting a Division started at Lancaster; one whom they all admire and honor—Bro. Wm. H. Kennedy.

After all business was attended to in a businesslike manner the new Chief, Brother Cassley, gave us a very fine talk, holding out great promise for the Brotherhood on his road, asking the support and co-operation of the other officers in his Division, and closed by stating most emphatically that Div. 830 would be heard from, beginning right now. He called on the other new officers for remarks, and they all talked like old vets, promising to work shoulder to shoulder with their Chief from start to finish.

Some of the old Brothers were called on for remarks, suggestions or advice. Past Chief Neiswander gave them much good advice and valuable suggestions.

Brother Humphreys gave us one of his characteristic talks, telling us young fellows of the hardships of the organization in its early days, how it has grown in numbers, bettered our conditions, and made better men of us. Bro. Frank Johnston, general chairman of the Pennsylvania Lines, explained the manner of paying dues and assessments, the work of the G. C. of A., and some of the requirements of the officers of the Divisions.

Brothers Gridley, Arehart, Englehard, and other Brothers gave much good advice and valuable information that we would like to repeat in this letter if space permitted and our memory served us better.

A recess was taken for the purpose of satisfying the inner man, and it was done to perfection at the Hotel Mithoff. We also found that all visiting Brothers' money was counterfeit when it came time to settle—nothing but Div. 830 money was good.

After supper we again assembled in the hall and posted the new Brothers on the different forms of reports, collecting dues, keeping a record of same, and said a good word for our beloved Ladies' Auxiliary.

At 8:30 we said goodbye to the youngest member of the big B. of L. E. family, reluctant to go, but feeling sure that in leaving the future of Div. 830 in the hands of such a live, hustling bunch of fellows, we need not worry about how our affairs would be taken care of in the good old town of Lancaster.

It is impossible to close this letter without again commenting on the fine work of Brothers Neiswander, Humphreys, Arehart, Englehart, and the other Brothers assisting, and to say that their work was all the more pleasant because of the personality and good fellowship of the men who have identified themselves with us in becoming members of the organization representing their craft. To you, Brothers of Wm. H. Kennedy Div. 830, we say most sincerely and fraternally, "Long may you live and prosper; you have added your star on our banner of unity; you have forged your link into our chain of success; you have set your round in our ladder of fame. May the

light from your star ever shine brightly for sobriety, truth, justice and morality."

One more word, and that to the "stay-at-homes," the "dead ones," who had an opportunity to take part in this affair and failed to take advantage of it. Did it ever occur to you that you owe something to this organization besides having your name on its membership roll? Did it ever occur to you that you must interest yourself in its affairs, or the fellow outside will not be interested? Wake up, and give some of the Brothers who are trying to help a little assistance. You will find that you will be benefited more than anyone else. Had you been with us you would not only have enjoyed it, the same as we did, but you would have gone home with the satisfaction of knowing that you had done your share and not unloaded part of your responsibilities on someone else. Help a little once in a while, and see how good you feel afterwards.

H. R. KARNs.

SPECIAL NOTICES

Sec. 89. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Traveling card issued to Bro. C. C. Jones, Div. 275, has been lost or stolen. If presented for favors kindly take up and forward to Bro. W. H. Caro, S.-T. Div. 275, 916 E. Jackson st., Pensacola, Fla.

Wanted—To know the address of an engineer by the name of Oliver Kutchner. When last heard of he was running an engine on the S. P. in Southern California. Kindly address Bro. J. L. Spalding, Ins. Sec., Div. 505, 606 Santa Fe av., La Junta, Colo.

Information is wanted relative to the whereabouts of J. L. Watkins, who ran an engine on the Southern R. R. between Atlanta and Macon, Ga., and disappeared about twelve years ago. Kindly correspond with Mr. T. S. Watkins, 23 D Williams st., Atlanta, Ga.

Wanted—To know the whereabouts of William Stumpf, an engineer, who at one time worked for the United States Government in Panama. The last time he was heard from he was in Peru, South America. Kindly address his father, Joseph Stumpf, 510-512 Colorado st., Austin, Tex.

Information is wanted relative to the whereabouts of R. E. Donovan, formerly a member of Div. 779, and ran an engine on the A. B. & A. out of Birmingham, Ala. His mother is anxious to hear from him. Kindly address Bro. J. V. Dowd, 16 Reed av., Chattanooga, Tenn.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Fort Wayne, Ind., Feb. 22 apoplexy, Bro. Thomas Dyer, member of Div. 12.

Fort Wayne, Ind., Feb. 13, blood poison, Bro. D. J. O'Neill, member of Div. 12.

Utica, N. Y., Feb. 17, kidney and heart trouble, Bro. Nicholas H. Decker, member of Div. 14.

Castile, N. Y., Jan. 9, goiter, Bro. Gorton Nelson, member of Div. 15.

Gallon, O., March 10, pneumonia, Bro. Geo. Casey, member of Div. 16.

Bloomington, Ill., Feb. 13, run over by train, Bro. W. H. Peer, member of Div. 19.

Terre Haute, Ind., March 8, Bright's disease, Bro. E. E. Stein, member of Div. 25.

Erie, Pa., Feb. 13, bowel trouble, Bro. Harry Turner, member of Div. 31.

Aurora, Ill., March 10, cancer, Bro. Thos. J. West, member of Div. 32.

Mattoon, Ill., March 4, apoplexy, Bro. Wm. Bird, member of Div. 37.

Sparta, Ind., Feb. 13, general debility, Bro. John F. Mendel, member of Div. 39.

St. Louis, Mo., March 1, dropsy, Bro. Wm. Armstrong, member of Div. 42.

Hornell, N. Y., March 9, hardening of the arteries, Bro. C. C. Pease, member of Div. 47.

Tucson, Ariz., Feb. 6, consumption, Bro. Walter N. Thompson, member of Div. 48.

West Philadelphia, Pa., March 9, Bro. F. E. Morgan, member of Div. 51.

Jersey City, N. J., Feb. 16, diabetes, Bro. Geo. W. Bishop, member of Div. 53.

Newark, N. J., March 3, boiler explosion, Bro. John Henicker, member of Div. 53.

Howard, R. I., April 3, 1912, paralysis, Bro. Willis Perriman, member of Div. 57.

London, Ont., Can., Feb. 19, heart failure, Bro. A. E. Crouch, member of Div. 63.

Columbia, S. C., Nov. 27, cancer, Bro. W. J. Broome, member of Div. 85.

Columbia, S. C., Dec. 21, Bright's disease, Bro. M. F. Fulmer, member of Div. 85.

Chicago, Ill., March 3, pneumonia and pleurisy, Bro. John Marshall, member of Div. 96.

Chicago, Ill., March 12, diabetes, Bro. John Clancy, member of Div. 96.

Portland, Ore., Feb. 23, pneumonia, Bro. Joseph T. Bowen, member of Div. 102.

Austin, Minn., March 3, rheumatism of the heart, Bro. Wm. H. Adams, member of Div. 102.

Philadelphia, Pa., Feb. 7, pneumonia, Bro. Wm. H. Fort, member of Div. 109.

Des Moines, Ia., Feb. 17, Bro. A. D. Johann, member of Div. 113.

Escanaba, Mich., March 11, Bright's disease, Bro. John McCarty, member of Div. 116.

Clinton, Ia., Feb. 23, collision, Bro. W. B. Hunt, member of Div. 125.

Clinton, Ia., Feb. 17, heart failure, Bro. L. A. North, member of Div. 125.

Waldwick, N. J., Feb. 18, cardiac exhaustion, Bro. E. D. Black, member of Div. 135.

San Francisco, Cal., Feb. 3, pernicious anemia, Bro. F. V. Meyers, member of Div. 161.

Cleveland, O., March 2, typhoid pneumonia, Bro. W. H. McAuliff, member of Div. 167.

Madison, Wis., Feb. 23, collision, Bro. Edward Theiss, member of Div. 176.

Huntington, W. Va., March 1, abscess, Bro. Julius M. Smith, member of Div. 190.

Savanna, Ill., Feb. 25, tuberculosis, Bro. Albert H. Benson, member of Div. 200.

Union Hill, N. J., Feb. 13, consumption, Bro. Wm. McDonald, member of Div. 235.

Midlothian, Tex., Nov. 12, shot, Bro. C. A. Baumgardner, member of Div. 242.

Montreal, P. Q., Can., Feb. 8, Bro. Thos. Stainer, member of Div. 258.

Easton, Pa., Feb. 27, Bright's disease, Bro. Amos D. Freeman, member of Div. 259.

Oneonta, N. Y., Feb. 11, accident, Bro. F. G. McAdam, member of Div. 262.

Jamaica, L. I., Feb. 27, hardening of the arteries, Bro. John Harrington, member of Div. 269.

Russell, Ky., Feb. 8, pneumonia, Bro. John King, member of Div. 271.

Conneaut, O., March 2, paralysis, Bro. A. B. Elliott, member of Div. 273.

Butte, Mont., Jan. 13, declared legally dead, Bro. D. B. Wright, member of Div. 274.

Jacksonville, Fla., June —, 1912, Bro. J. F. Joyner, member of Div. 309.

Bradford, N. H., Feb. 7, tuberculosis, Bro. Wm. M. Nutting, member of Div. 312.

Clinton, Ill., Feb. 25, general debility, Bro. J. G. Taylor, member of Div. 315.

Richmond, Va., Feb. 23, collision, Bro. W. L. Cogbill, member of Div. 321.

Augusta, Ga., Feb. 18, crushed on engine, Bro. J. S. Reese, member of Div. 323.

Concord, N. H., Jan. 24, Bro. J. B. Smith, member of Div. 335.

Raleigh, N. C., March 11, run over by engine, Bro. C. E. Knight, member of Div. 339.

Wilmington, Del., Feb. 11, pneumonia, Bro. E. B. Plumer, member of Div. 342.

Minneapolis, Minn., Feb. 1, apoplexy, Bro. D. W. Davis, member of Div. 357.

Colorado City, Colo., Feb. 16, meningitis, Bro. Frank W. Stewart, member of Div. 335.

Florence, Kans., Jan. 22, heart failure, Bro. J. W. Tobin, member of Div. 391.

Kansas City, Mo., Feb. 20, diabetes, Bro. Wm. M. Higgins, member of Div. 396.

Seattle, Wash., May 16, 1912, paralysis, Bro. A. O. Wishard, member of Div. 399.

Mechanicsville, N. Y., Feb. 25, electric shock. Bro. Robert Pickard, member of Div. 418.

Jasper, Ala., Feb. 16, Bright's disease, Bro. J. A. Keys, member of Div. 423.

Birmingham, Ala., Feb. 25, tuberculosis, Bro. August Koenig, member of Div. 432.

Murphysboro, Ill., Feb. 11, engine turned over, Bro. E. E. Frizzell, member of Div. 444.

Chicago, Ill., Feb. 15, tuberculosis, Bro. L. E. Field, member of Div. 471.

Joliet, Ill., Jan. 14, paralysis, Bro. Oscar Grubb, member of Div. 478.

Monmouth, Ill., Jan. 4, collision, Bro. E. B. Byram, member of Div. 484.

New London, Conn., Feb. 20, Bro. F. C. La Bayne, member of Div. 507.

Hobart, Okla., March 2, Bro. H. Peterman, member of Div. 523.

Leavenworth, Wash., Feb. 17, fractured spine, Bro. L. B. Roberts, member of Div. 540.

New York, N. Y., Feb. 17, heart failure, Bro. Volney K. Frost, member of Div. 589.

Ludlow, Ky., Feb. 13, abscess on liver, Bro. Nelson Hiles, member of Div. 603.

Punxsutawney, Pa., Dec. 12, heart failure, Bro. W. R. McPherson, member of Div. 619.

Alliance, Neb., Feb. 15, boiler explosion, Bro. G. F. Johnson, member of Div. 622.

Hornell, N. Y., Dec. 1, cerebral hemorrhage, Bro. J. J. Gahagan, member of Div. 641.

Galesburg, Ill., March 9, pneumonia, Bro. James Johnston, member of Div. 644.

Savannah, Ga., July 15, 1912, Bro. O. M. Wood, member of Div. 646.

Revelstoke, B. C., June 6, collision, Bro. J. W. Jolliffe, member of Div. 657.

Los Angeles, Cal., Feb. 5, Bro. C. N. Hammond, member of Div. 660.

Toledo, O., Jan. 22, asthma, Bro. Martin Murphy, member of Div. 678.

Jeffersonville, Ind., Feb. 26, collision, Bro. Wm. W. Tull, member of Div. 712.

Thistle, Utah, March 3, cancer, Bro. E. A. Marcell, member of Div. 713.

Port Jervis, N. Y., Feb. 21, suicide, Bro. Chester H. McNaught, member of Div. 732.

Roanoke, Va., Feb. 27, suicide, Bro. David E. Linkenhoker, member of Div. 743.

Memphis, Tenn., Feb. 24, hemorrhage of lungs, Bro. A. O. Berio, member of Div. 762.

Sanford, Fla., Feb. 21, Bro. G. Armstrong, member of Div. 769.

Minneapolis, Minn., Oct. 1, scalded, Bro. E. W. McFarland, member of Div. 808.

Savannah, Ga., Feb. 19, complication of diseases, Bro. Cuthbert Barnwell, member of Div. 256. Brother Barnwell was a charter member of Div. 256 in 1854, and has been in office from the date of organization as F. A. E. and S. T. to date of his death. He was a member of the Savannah Guards during the war; was promoted to lieutenant of his

company, and held an honored place in the Confederate Veterans' Association, and was an exemplary member of the B. of L. E., and member of the Knights of Pythias.

Chicago, Ill., March 11, diabetes, mother of Bros. Jas. H. and Wm. B. Ellis, members of Div. 96.

Fairbury, Neb., Feb. 25, pneumonia, Dr. Jas. A. Neville, son of Bro. J. D. Neville, member of Div. 431.

Heidelberg, Ger., Feb. 5, Mrs. Elizabeth Rockerhousen, mother of Bro. Robert O. Ferren, member of Div. 328.

ADMITTED BY TRANSFER CARD

Into Division—

- 5—J. C. Davidson, from Div. 283.
- 11—Frank Austin, from Div. 361.
- 76—R. V. Turner, from Div. 667.
- 100—Lorain Cutler, from Div. 724.
- 109—Samuel G. Dobson, from Div. 373.
- 150—E. J. Farrell, J. A. Dickinson, from Div. 413.
- 161—Frank Boyle, from Div. 464.
- 169—Fred H. Kles, from Div. 288.
- 180—Clarence Altland, from Div. 559.
- Enoch Veale, from Div. 159.
- 182—Charles George, from Div. 606.
- 192—H. A. Wells, from Div. 190.
- E. J. McCutcheon, from Div. 438.
- H. F. Morse, from Div. 713.
- 216—T. R. Cogan, from Div. 442.
- 233—C. A. Cosens, from Div. 351.
- 238—James Hanratty, from Div. 18.
- 251—J. B. Merritt, from Div. 371.
- W. L. Davenport, from Div. 156.
- 258—A. R. Dennis, from Div. 510.
- 276—M. C. Lynch, from Div. 305.
- 277—Wm. S. Smallwood, from Div. 36.
- 283—J. Bloomhart, from Div. 299.
- 323—P. L. King, from Div. 782.
- 362—T. M. Allison, from Div. 601.
- S. T. Ruby, from Div. 251.
- 370—J. McMunn, from Div. 50.
- H. B. Coen, from Div. 34.
- 386—A. L. Potts, from Div. 473.
- John H. Achor, from Div. 156.
- 418—E. M. Winchester, from Div. 191.
- 478—Sol Williams, from Div. 19.
- 496—J. P. Hanks, from Div. 193.
- 507—F. D. Davis, from Div. 83.
- 510—Elmer Fee, C. V. Pinkley, from Div. 499.
- 519—Walter S. Goodyear, from Div. 650.
- 520—Charles McKee, from Div. 19.
- 523—H. E. Merchant, from Div. 107.
- 530—C. W. Hopson, C. H. Green, from Div. 201.
- 540—L. Lathrop, from Div. 402.
- 548—A. J. Kohler, from Div. 12.
- 554—Lewis Moore, from Div. 738.
- 560—Thomas Collins, from Div. 152.
- 600—A. J. Elson, from Div. 484.
- 615—J. W. King, from Div. 119.
- 619—D. L. Edwards, from Div. 626.
- 634—J. T. Logan, from Div. 228.
- J. F. Hazeltine, from Div. 324.
- A. G. Stockett, from Div. 238.
- 639—A. Simpkins, from Div. 419.
- 654—W. E. Thearp, from Div. 716.
- 657—C. W. Bazley, from Div. 821.
- 669—James Rule, from Div. 784.
- 703—C. C. Prator, from Div. 187.
- 731—C. H. Myers, from Div. 187.
- W. I. Banta, from Div. 386.
- A. Barnhouse, from Div. 755.
- H. E. Ballard, from Div. 127.
- 741—W. R. McDaniels, from Div. 670.
- 752—Frank L. Bissell, from Div. 145.
- 755—W. J. Galbraith, from Div. 635.
- 756—L. DuLude, from Div. 28.
- 758—W. D. Randall, from Div. 507.
- Mark Purdy, from Div. 147.
- 765—E. L. Holmes, from Div. 281.
- 776—James McDonald, from Div. 729.
- 784—A. T. Northrup, from Div. 801.
- 796—R. B. Campbell, from Div. 163.
- J. W. McGowan, from Div. 402.

Into Division—

- 798—J. L. Holmes, from Div. 540.
801—M. L. Parkins, from Div. 551.
812—John Shane, from Div. 122.
825—Frank J. Hovoraka, from Div. 817.
E. W. Darby, from Div. 715.
827—M. F. Armour, E. Allen, J. M. Burrage, W. S. Boyd, A. L. Boykin, H. T. Black, J. E. Baker, C. S. Cotlin, W. A. Crawford, H. K. Hill, J. L. Highnote, J. B. Kennette, E. P. Magee, W. W. Mitternight, John Moore, O. A. McMullen, F. J. Slider, A. M. Tully, A. J. Tully, D. L. Williams, G. W. Darwin, from Div. 697.
828—A. L. Burke, A. Coleman, D. A. Carruth, Jas. F. Drummond, C. G. Elliot, F. Gee, W. A. Hannah, R. Henricks, C. E. Hubbard, J. Kain, F. J. Knowles, J. N. McNeil, W. McGuire, G. A. McKenzie, J. A. Prestidge, J. W. Rodgers, A. C. Sponsler, A. Urquhart, Ed Urrich, M. J. Ross, Frank Wood, W. H. Watson, W. Iggo, Chas. J. Johnston from Div. 510.

WITHDRAWALS

From Division—

- 85—L. A. Coleman,
G. Menefee,
188—F. H. Walsh,
276—S. Polhamous,
286—Andrew Clapp,
296—M. J. Mannion,
319—John Hannah.

From Division—

- 433—O. L. Vogan.
439—F. L. Cobb.
708—Frank Hopper.
713—F. W. Wilson.
766—Ed Lels.
791—Chas. H. Smith.

REINSTATEMENTS

Into Division—

- 18—James Hanratty,
L. A. Vanderbilt,
H. F. Head,
Jos. T. Dunn,
J. B. Harwood,
A. H. Murphy,
J. N. Shaeffer,
F. A. Spohn,
James Hyland,
J. Brewer,
W. Cocker,
A. Kingsley,
Wm. Driscoll,
Geo. West,
50—Chas. Collins,
E. S. Marsh,
65—Chas. Purdum,
85—J. C. Reeder,
90—John D. Heldenwag
91—Joseph Roy,
97—A. H. Philo,
102—David S. Barr,
123—Wm. Seifert,
187—E. H. Hawkins,
199—Joe C. Beene,
229—J. T. Logan,
262—H. S. Lawrence,
267—J. A. Trexler,
273—E. J. Benninghoff,
278—W. W. Walker,
339—E. J. La France,
339—Malcolm Calhoun.

Into Division—

- 339—R. T. Crone,
351—C. A. Cosens,
353—E. A. Walton,
J. H. Lammlein,
381—Thos. Martin,
386—D. Hammond,
418—J. J. Condon,
448—R. N. Crowell,
E. J. Shawver,
499—Ben Swanson,
502—P. B. Livsey,
512—H. H. Jenkins,
524—J. W. Watkins,
N. G. Pedley,
C. F. Lobdill,
606—Charles George,
633—Thomas Ryan,
635—W. J. Galbraith,
639—Chas. E. Wilson,
650—D. C. McKenzie,
653—S. Jones,
688—Wm. H. Anderson,
697—John E. Baker,
J. B. Kennette,
721—W. W. McNutt,
756—C. W. Dillall,
799—W. L. Burns,
815—C. Orth,
Jas. R. Settle,
C. Northrup, by ac-
tion of Harrisburg
Convention.

Expulsion of Bro. R. T. Crone, Div. 339, which appeared in the March JOURNAL, was an error. Brother Crone was reinstated instead of expelled.

EXPELLED

FOR NON-PAYMENT OF DUES.

- | | |
|----------------------|---------------------|
| 38—L. P. Meeks. | 383—W. P. Fisher. |
| 50—Ed Connelly. | 473—Geo. Guhl. |
| 78—Frank Smith. | J. G. McCoy. |
| 85—J. L. Wagner. | G. M. Willis. |
| 113—M. C. Jackson. | 533—Charles Hager. |
| 131—Earl Wentworth, | 539—C. A. Hanchett. |
| J. W. Ricks. | 578—Ernest Fitzner. |
| C. J. Bunting. | 580—T. F. Doyle. |
| 182—L. M. Stewart, | 678—T. A. Mitchell. |
| W. S. Hobbs, | 711—R. S. Rowe. |
| C. G. Graham. | L. W. Curtis. |
| 252—C. E. Seagraves. | Hugh Rooney. |
| 269—J. Weber. | 726—Otto Bleckert. |
| O. Downs. | 736—A. B. Chisholm. |
| 336—J. F. Brown. | D. K. Lee. |
| 390—A. J. Grant. | 744—Terry McCarthy. |

The Sec. Treas. of Div. 499 wishes to state that Bro. W. W. Cranston was reported expelled by mistake, and notice of same should not have appeared in the February JOURNAL, as Brother Cranston is in good standing in Div. 499.

FOR OTHER CAUSES.

- 12—P. H. Doty, forfeiting insurance.
25—Wm. C. Laughlin, forfeiting insurance.
74—A. M. Magill, non-payment of dues and forfeiting insurance.
84—Gideon Lyerly, violation of obligation.
95—R. Urnston, non-payment of dues and forfeiting insurance.
144—W. H. Campbell, forfeiting insurance.
150—J. I. Moore, non-payment of dues, forfeiting insurance and not corresponding with Division.
159—E. O. Serveson, intoxicated while on duty.
183—James L. Waechter, non-payment of dues and forfeiting insurance.
352—John N. Howie, violation of obligation.
358—Chas. E. Cassidy, non-payment of dues and non-attendance.
368—W. H. Lansdale, violation of Sec. 52, Statutes.
372—C. C. Cleveland, non-attendance.
400—Walter Hickman, non-payment of dues and forfeiting insurance.
526—F. T. Turner, non-payment of dues and forfeiting insurance.
548—H. W. Addington, unbecoming conduct.
588—W. D. Garcelon, Charles Weir, working on Bangor & Aroostook Railroad.
678—M. E. Gilbert, non-payment of dues and forfeiting insurance.
683—A. P. Lockman, A. J. Shalbetter, H. E. Mayfield, non-payment of dues and forfeiting insurance.
712—J. L. Gilbert, non-payment of dues and forfeiting insurance.
734—J. K. Offield, non-payment of dues and failing to correspond with Division.
760—Wesley Fuller, non-payment of dues and forfeiting insurance.
810—M. V. Edgar, non-payment of dues and forfeiting insurance.

Expulsion of Bro. W. E. Biddle, from Division 56, notice of which appeared in the February JOURNAL, has been declared illegal by the G. C. E.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

LADIES' WATCH.—For 35 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jeweled, 14 karat, gold filled case; retail price, \$25.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard Watch, 17 jeweled, 14 karat, gold filled case; retail price, \$42.00.

19 JEWELLED WATCH.—For 75 subscribers named and \$75.00, 19 Jeweled Watch, in 14 karat, gold filled case; retail price, \$50.00. All cases guaranteed for 25 years.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

The B. of L. E. Journal.

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LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 549-552.

SERIES L.

OFFICE OF ASSOCIATION, ROOM 1136, B. OF L. E. BLDG.
CLEVELAND, OHIO, April 1, 1913.

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 100, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 15th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
484	Alex. W. Robinson	51	71	Jan. 13, 1900	Feb. 8, 1912	Blind right eye....	\$1500	Self.
485	W. J. Bayliss	40	317	Feb. 15, 1903	Jan. 3, 1913	Left leg amput'd	1500	Self.
486	B. R. Keep	37	197	Feb. 6, 1905	Feb. 2, 1913	La grippe.....	1500	Mrs. Oretta Keep. m.
487	Leonard Griffin	33	262	Nov. 25, 1906	Feb. 2, 1913	Pneumonia.....	1500	Georgina Griffin. w
488	P. P. Murphy	51	44	Nov. 22, 1903	Feb. 5, 1913	Right arm amput'd	3000	Self.
489	W. M. Nutting	48	312	June 13, 1890	Feb. 7, 1913	Tuberculosis.....	1500	Walter C. Nutting, s.
490	G. G. Heller	35	69	Dec. 18, 1907	Feb. 9, 1913	Left arm amput'd	1500	Self.
491	F. G. McAdams	33	282	Dec. 14, 1908	Feb. 11, 1913	Killed.....	3000	Dora McAdams, w.
492	Nelson Hiles	34	603	May 22, 1905	Feb. 13, 1913	Epyema.....	1500	Mayme B. Hiles, w.
493	Harry Turner	68	81	June 16, 1871	Feb. 13, 1913	.....	3000	Ruth A. Turner. w
494	N. H. Decker	58	14	Mar. 1, 1898	Feb. 15, 1913	Chronic nephritis.	1500	Marg't M. Decker, w
495	W. R. Manker	55	361	May 26, 1901	Feb. 16, 1913	Endocarditis.....	3000	Mary G. Manker, w.
496	Jas. A. Keys	58	423	Aug. 12, 1895	Feb. 16, 1913	Uremia.....	1500	Mrs. Jas. A. Keys, w.
497	Geo. W. Bishop	70	53	Oct. 30, 1885	Feb. 16, 1913	Diabetes.....	3000	Mary A. Bishop, w.
498	Frank W. Stewart	49	885	Aug. 3, 1893	Feb. 16, 1913	Meningitis.....	1500	Julia Stewart, w.
499	W. B. Dismukes	29	803	Feb. 19, 1911	Feb. 17, 1913	Eye removed.....	1500	Self.
500	Lewis A. North	55	125	Jan. 24, 1898	Feb. 17, 1913	Heart disease.....	1500	Murtha E. North, w.
501	V. K. Frost	66	589	Dec. 20, 1896	Feb. 17, 1913	Heart failure.....	3000	Chas. M. Frost, b.
502	L. B. Roberts	41	540	Sept. 3, 1912	Feb. 17, 1913	Killed.....	1500	Effie Roberts, w.
503	E. E. Frizzell	34	444	Jan. 14, 1906	Feb. 18, 1913	Killed.....	1500	Mary J. Frizzell, m.
504	J. S. Reese	58	323	May 7, 1887	Feb. 18, 1913	Killed.....	1500	Maggie E. Reese, w.
505	Al Ault	60	672	Nov. 23, 1896	Feb. 18, 1913	Paralysis.....	1500	Dolly Ault, w.
506	I. A. Stoner	41	282	Mar. 23, 1908	Feb. 19, 1913	Eye removed.....	3000	Self.

No. of Asst.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability	Am't of Ins.	To Whom Payable.
507	A. E. Crouch.....	61	68	Jan. 17, 1901	Feb. 19, 1913	Heart failure.....	\$750	Sarah A. Crouch, w.
508	C. Barnwell.....	69	256	Mar. 10, 1890	Feb. 19, 1913	Nephritis.....	3000	Wife and children.
509	W. M. Higgins.....	46	896	Mar. 24, 1909	Feb. 20, 1913	Nephritis.....	1500	Kate Higgins, w.
510	C. H. McNaught.....	45	732	Dec. 30, 1902	Feb. 21, 1913	Suicide.....	4500	Lizzie McNaught, w.
511	Geo. Armstrong.....	56	769	July 22, 1890	Feb. 21, 1913	Heart failure.....	1500	Mrs. G. Armstrong, w.
512	F. C. LaBayne.....	38	507	June 13, 1905	Feb. 21, 1913	Pernicious anemia.....	3000	Flor'ce A. LaBayne, w.
513	Frank Derrick.....	56	304	Oct. 21, 1900	Feb. 23, 1913	Pneumonia.....	1500	Phyllis Derrick, w.
514	W. L. Cogbill.....	49	321	May 31, 1897	Feb. 23, 1913	Killed.....	4500	Ada E. Cogbill, w.
515	Chas. L. Pace.....	47	177	May 15, 1902	Feb. 24, 1913	Left leg amput'd.....	3000	Self.
516	Omer A. Berio.....	34	762	May 1, 1907	Feb. 24, 1913	Hemorrhage.....	1500	Martha A. Berio, m.
517	Jos. G. Taylor.....	70	815	Feb. 4, 1871	Feb. 25, 1913	Heart trouble.....	3000	Emma Taylor, w.
518	Robert Pickard.....	31	418	June 12, 1910	Feb. 25, 1913	Killed.....	3000	Ella C. Pickard, w.
519	Albert Benson.....	35	200	May 4, 1910	Feb. 25, 1913	Tuberculosis.....	3000	Minnie Benson, w.
520	Hamlet Hampson.....	49	290	Sept. 1, 1905	Feb. 26, 1913	Heart trouble.....	3000	Minnie Hampson, w.
521	W. W. Tull.....	60	712	Feb. 15, 1895	Feb. 26, 1913	Killed.....	3000	Mrs. W. W. Tull, w.
522	D. E. Linkenhoker.....	45	743	Aug. 31, 1903	Feb. 27, 1913	Suicide.....	3000	O. L. Linkenhoker, w.
523	A. D. Freeman.....	56	259	Dec. 24, 1898	Feb. 27, 1913	Nephritis.....	1500	Flor'ce H. Freeman, w.
524	P. C. McGuire.....	52	478	Sept. 22, 1910	Feb. 27, 1913	Typhoid fever.....	1500	Bernice McGuire, d.
525	Edward Theiss.....	45	176	May 29, 1905	Feb. 28, 1913	Killed.....	1500	Margaret Theiss, w.
526	C. J. Walker.....	53	487	July 11, 1896	Mar. 1, 1913	Arterio sclerosis.....	3000	Kate B. Walker, w.
527	J. M. Smith.....	34	190	Jan. 28, 1907	Mar. 1, 1913	Abscess.....	1500	Minnie Smith, w.
528	W. H. McAuliff.....	44	167	June 21, 1903	Mar. 2, 1913	Sepsis.....	1500	Nellie McAuliff, w.
529	W. H. Adams.....	59	102	Aug. 20, 1899	Mar. 3, 1913	Rheumatism.....	750	Ella C. Adams, w.
530	E. A. Marcell.....	41	713	June 5, 1907	Mar. 3, 1913	Cancer.....	3000	Maggie Marcell, w.
531	John Marshall.....	76	96	Apr. 2, 1877	Mar. 3, 1913	Pneumonia.....	3000	Anna Marshall, w.
532	John A. Henicker.....	61	58	Sept. 24, 1884	Mar. 3, 1913	Killed.....	3000	E. I. Henicker, w.
533	F. E. Sirene.....	54	569	Nov. 23, 1889	Mar. 4, 1913	Pericarditis.....	3000	Florence E. Sirene, w.
534	Wm. G. Gooch.....	29	76	June 27, 1910	Mar. 4, 1913	Left foot amput'd.....	3000	Self.
535	John W. Kiple.....	47	71	Dec. 27, 1905	Mar. 4, 1913	Suicide.....	3000	Cecilia M. Kiple, w.
536	Wm. Bird.....	61	37	Apr. 4, 1880	Mar. 4, 1913	Apoplexy.....	4500	Lillian Bird, w.
537	J. A. Morgan.....	41	369	Nov. 9, 1903	Mar. 6, 1913	Both legs amput'd.....	1500	Mary E. Maley, w.
538	E. A. Maley.....	44	170	Dec. 17, 1903	Mar. 7, 1913	Bladder trouble.....	3000	Katherine Stein, m.
539	E. E. Stein.....	41	25	Mar. 26, 1900	Mar. 8, 1913	Bright's disease.....	1500	Elizabeth D. Baker, n.
540	M. G. Sherwood.....	58	783	Dec. 7, 1890	Mar. 8, 1913	Diabetes.....	1500	Annie E. Morgan, w.
541	Frank E. Morgan.....	55	51	Oct. 20, 1903	Mar. 9, 1913	Cancer.....	8000	Mrs. D. Cameron, w.
542	Donald Cameron.....	63	486	Nov. 24, 1879	Mar. 9, 1913	Arterio sclerosis.....	1500	Lena Walter, w.
543	Joe Walter.....	41	736	Mar. 14, 1902	Mar. 9, 1913	Cancer.....	3000	Mother and wife.
544	J. W. Wilson.....	31	265	Jan. 20, 1908	Mar. 10, 1913	Thrombosis.....	1500	Amelia C. Pease, w.
545	Chas. C. Pease.....	68	47	Sept. 15, 1890	Mar. 10, 1913	Arterio sclerosis.....	1500	Maggie McCarthy, w.
546	John McCarthy.....	58	116	Apr. 1, 1890	Mar. 11, 1913	Bright's disease.....	1500	Killed.....
547	C. E. Knight.....	28	339	June 6, 1909	Mar. 11, 1913	Diabetes.....	4500	Nephews.
548	John Clancy.....	78	96	June 24, 1878	Mar. 12, 1913	Apoplexy.....	1500	Thos. M. Reese, f.
549	G. E. Reese.....	41	488	May 16, 1903	Mar. 13, 1913	Pneumonia.....	1500	D. A. Tranbarger, w.
550	O. H. Tranbarger.....	33	531	Apr. 11, 1912	Mar. 14, 1913	Nephritis.....	1500	Daughters.
551	Chas. Hogue.....	77	423	Nov. 10, 1879	Mar. 15, 1913	Tuberculosis.....	4500	Sons and daughter.
552	H. D. Fairbanks.....	56	46	Nov. 1, 1897	Mar. 15, 1913			

Total number of claims, 69. Total amount of claims, \$156,000.00.

Financial Statement.

CLEVELAND, O., March, 1, 1913.	
MORTUARY FUND FOR FEBRUARY.	
Balance on hand.....	\$264,287 57
Paid in settlement of claims.....	157,125 00
Surplus.....	\$107,162 57
Received by assessments \$28, 331 and back assessments.....	\$149,392 04
Received from members carried by the Association.....	1,890 20
Interest for February, 1913.....	708 16
Balance in bank Feb. 28, 1913.....	\$259,147 97
SPECIAL MORTUARY FUND.	
Balance on hand.....	\$80,823 98
Received in February, 1913.....	17,186 41
Balance.....	98,010 34
Paid for bonds.....	83 84
Balance in bank Feb. 28, 1913.....	\$97,927 00
EXPENSE FUND FOR FEBRUARY.	
Balance on hand.....	\$47,740 27
Received from fees.....	389 30
Received from 2 per cent.....	3,897 31
Balance.....	51,526 88
Expenses during month of Feb, 1913.,	2,954 68
Balance in bank Feb. 28, 1913.....	\$48,572 20

Statement of Membership.

FOR FEBRUARY, 1913.	
Classified representatives:	\$750 \$1,500 \$2,250 \$3,000 \$3,750 \$4,500
Total membership Jan.	
31, 1912.....	1,932 41,715 151 18,608 10 3,845
Applications and reinstatements received during the m'th	
	234 115 44
Totals.....	1,932 41,949 151 18,723 10 3,889
From which deduct policies terminated by death, accident, or otherwise.....	13 142 1 42 5
Total membership Feb. 28, 1913.....	1,919 41,807 150 18,681 10 3,884
Grand total.....	66,451

WEEKLY INDEMNITY CLAIMS PAID MARCH 1, 1918.

Cl'im	Div.	Name	Amount Paid	Cl'im	Div.	Name	Amount Paid
88	731	Riley Wilson.....	\$125 71	148	304	Thos. Kelley.....	\$38 57
89	602	Patrick J. Burke.....	11 43	149	517	T. F. Edwards.....	14 29
90	327	Chas. D. Sperry.....	62 86	150	593	M. E. Kelley.....	14 29
91	200	E. M. Nelson.....	19 29	151	48	Andrew J. Cope.....	17 14
92	265	A. B. Hammond.....	11 43	152	19	Wm. R. Bannan.....	20 00
93	156	Oates Maybin.....	20 00	153	491	W. H. Deck.....	25 71
94	404	John J. Foley.....	45 00	154	744	C. E. Shaw.....	37 14
95	3	Oscar Tyler.....	71 43	155	815	Anthony O'Donnell.....	28 57
96	31	A. C. Burke.....	80 00	156	393	C. M. Hartman.....	60 00
97	372	Geo. D. Rottman.....	131 43	157	726	Arthur J. Anderson.....	15 00
98	5	Stephen E. Arthur.....	37 14	158	177	Jacob Henry.....	34 29
99	427	H. A. Hudson.....	57 14	159	626	Adam J. Etoskey.....	21 43
100	27	John A. McMurry.....	32 14	160	1	W. B. Hemingway.....	60 00
101	495	J. C. Comer.....	240 00	161	548	J. R. Donaldson.....	15 00
102	206	Fred A. Hannie.....	31 43	162	66	Harry Claybaugh.....	15 00
103	177	Jas. S. Clark.....	57 14	163	24	H. W. Hershberger.....	10 71
104	556	G. W. McClain.....	105 71	164	739	John H. Burton.....	37 14
105	210	J. F. Emerson.....	14 29	165	267	J. W. McSherry.....	122 86
106	448	J. W. Weddle.....	108 57	166	177	B. M. Webb.....	34 29
107	542	Wm. Toomey.....	140 00	167	190	J. F. Durrett.....	14 29
108	336	Jas. F. Brown.....	91 43	168	448	S. H. Huff.....	21 43
*109	703	C. Beeler, Adv.....	150 00	169	490	George Bartolet.....	42 86
110	177	R. L. Walker.....	37 14	170	267	E. L. Patterson.....	57 14
111	333	Wm. Page.....	60 00	171	401	B. F. Inge.....	8 57
112	218	N. R. DeForest.....	40 00	172	150	Peter Corrigan.....	102 86
113	568	T. Manahan.....	51 43	173	86	A. W. Kincaid.....	25 71
114	99	J. W. Terry.....	28 57	174	491	J. A. Durkin.....	102 86
115	141	J. R. Norman.....	28 57	175	460	Francis E. Nolan.....	23 57
116	328	Robt. C. Knowles.....	165 71	176	297	Harry Doran.....	14 29
117	192	F. E. Brown.....	68 57	177	548	R. E. Hite.....	85 71
118	33	Fred J. Cline.....	42 86	178	132	Nat Vail.....	34 29
119	539	W. A. Holman.....	88 57	179	401	Geo. W. Goolsby.....	131 43
120	316	O. V. Dollison.....	57 86	180	208	Ed Mahoy.....	105 00
121	616	C. W. Chapman.....	11 43	181	738	H. J. Powers.....	62 86
122	66	R. J. Patterson.....	15 00	182	141	Bert Hamilton.....	31 43
123	206	M. R. Martin.....	114 29	183	301	R. L. Evans.....	19 29
124	336	W. A. Lucas.....	31 43	184	252	W. R. Blatchley.....	34 29
125	820	J. S. Groves.....	66 43	185	391	R. B. Wright.....	22 86
126	364	M. Stewart.....	11 43	186	252	J. W. Clawson.....	20 00
127	523	A. McIntosh.....	85 71	187	294	H. A. Hoffman.....	27 86
128	584	H. H. Calvert.....	60 00	188	566	W. S. King.....	71 43
129	481	Wm. A. Knights.....	19 29	189	427	Wm. N. Lerick.....	80 00
130	379	H. C. Perkins.....	34 29	190	273	W. J. Raynor.....	41 43
131	177	J. L. Cole.....	80 00	191	346	Ed A. Towers.....	19 29
132	651	Henry Harns.....	21 43	192	301	T. F. Dixon.....	100 00
133	593	W. F. McKnight.....	28 57	193	496	Thos. K. Ryan.....	40 00
134	177	O. E. Hodge.....	17 14	194	626	T. W. Keenan.....	25 71
135	784	E. A. Noland.....	32 14	195	78	W. T. Flanigan.....	37 14
136	506	J. L. Spalding.....	8 57	196	8	L. A. Sparlin.....	28 57
137	270	Thomas Kent.....	40 00	79	487	Jos. C. Reynolds, Bal.....	21 43
138	372	H. S. McCallum.....	80 00	*514	501	J. W. Minniear, Bal.....	15 71
139	498	J. L. Sprouse.....	15 00	177	W. D. Lewis, Adv.....	200 00	
140	733	Jas. Clancy.....	22 86	967	267	M. T. Steele, Bal.....	135 00
141	562	O. Geary.....	52 86	172	251	Frank Snell, Bal.....	520 00
142	155	John Welsh.....	25 71	*515	86	J. H. Blackwell, Adv.....	170 00
143	37	W. E. Milner.....	68 57	*744	107	J. T. Downs, Adv.....	90 00
144	654	Adolph Christink.....	19 29	*764	336	E. M. Burns, Adv.....	180 00
145	798	J. P. Imberg.....	540 00	*525	42	Jos. Mattis, Adv.....	250 00
146	359	C. W. Bowers.....	22 86				
147	237	H. E. Churchill.....	62 86				

Total number of Weekly Indemnity Claims, 112.

*Number of advance Payments on Claims, 6.

INDEMNITY DEATH CLAIMS PAID MARCH 1, 1913.

Cl'm	Div.	Name.	Amt. Paid
103	63	Geo. W. Sawyer.....	\$1000 00
104	178	Jos. C. Altemiller.....	2000 00
105	139	John W. Latchford.....	2000 00
106	444	E. E. Frizzell.....	2000 00
			<hr/>
			\$7000 00 \$7000 00

Total number of Death Claims, 4.

Weekly Indemnity Claims paid from Dec. 1, 1906, to Feb. 1, 1913.....\$428,841 80

Indemnity Death Claims paid from April 1, 1907, to Feb. 1, 1913	180,208 57
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9609.050 37 609.050 37

\$623,636 12

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y & Treas.

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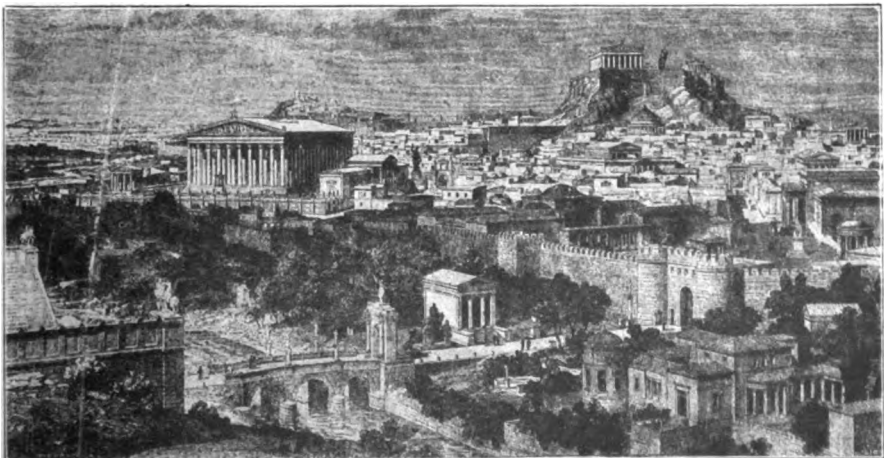
NUMBER 5

The Greatest Memorial Day Oration.

Memorial Day is not an American institution. These services which we hold in honor of our fallen warriors are not manifestations of any spirit of reverence new in the world; they hark back far into antiquity, into times so remote that the earliest historians of the race refer to them as already old. It has always been accounted a noble thing to die for one's country—and men who would have deemed it infamous to go to court in private quarrel have never scrupled to seize bow and spear, or saber and gun, and march away in defense of what they account the rights of the fatherland. Perhaps wrongs are greater for being large ones, perhaps justice is nobler on a large scale; at least warfare has never

lacked for illustrious names, and the proudest of all orations are those pronounced over the ghastly litter of the battlefield. The pulse of mankind never stirs so bravely as when some chosen speaker, mounting the rostrum, recounts the exploits of the brave dead, brushing away the tear of sorrow with the smile of pride, and so to give emphasis to the glory of the military spirit. The greatest Memorial Day oration in the world was delivered 2,341 years ago, in the city of Athens. Pericles was the orator, and the occasion was the honoring of those who had fallen in the opening engagements of the Peloponnesian war.

Athens was in her golden age. Fifty years had passed since the Persian invader had been driven from the shores of Hellas, back into Asia, with shattered



ATHENS, GREECE, IN THE AGE OF PERICLES.

forces and loss of the vast fleet with which he had set out down the Hellespont and around the northern shores of the Ægean. Marathon and Salamis were now as dim in the popular memory as Bull Run and Gettysburg are today in the minds of the present generations. But peace had not reigned over Greece in the interval of these 50 years. Athens had learned her own might in the struggle against Xerxes, for it was her ships and her soldiers that had borne the brunt of the fighting. And now she was making the most of her discovery. The inner power that had been revealed to her was expanding. By virtue of treaties with nearly all the Greek-populated countries along the Persian coast of the Ægean and the coast provinces to the north, and with practically every island in the thickly-sown sea, Athens had bound to herself ostensibly for defensive purposes a great circle of allies. But in the course of 50 years the terrors of another Persian invasion had grown faint and almost disappeared. The real motive for the alliance was no longer apparent; yet Athens maintained it, sometimes by persuasion, sometimes by force of arms. Gradually the confederate provinces became tributaries, vassals, drained of men and money to feed the treasuries and fill the armies which the sovereign state was equipping and sending out in every direction.

For Greek art and literature it was a splendid thing. These enormous revenues made possible the work of Phidias and his contemporaries, and the city-state which all this wealth fostered in its perfection brought forth and nurtured those schools of philosophy and history that have made the renown of Greek letters and sculpture what it is today. But whereas posterity was to gain, Greece itself was to be disrupted and plunged into an internecine strife that was to leave the way open and easy for the Macedonian and the Roman conqueror.

One portion of Greece alone stood out against the exactions of the Athenians, watching the growing power of Attica and its dependencies with anxiety and apprehension. This was the ancient kingdom of Lacedæmonia, or Sparta as we

more popularly call it. Of a different race from the Athenians, the Spartans had little in common with their northern neighbors except a sameness of language. Sparta, too, was the center of a confederacy, which embraced all of Greece south of the isthmus of Corinth, and some outside dependencies; but none of these states was in any sense a tributary. The confederacy was purely voluntary, and only formed its links securely as, during the course of some 50 years, it watched the course of Athenian powers and saw it constantly creeping out in every direction, even southward where sat wall-less Sparta in its fruitful plain.

Just a year before Pericles delivered his great oration, the long-awaited, long-dreaded blow fell. Under pretext of aiding a colony, Athens engaged in an expedition which meant either the humiliation of Corinth, one of the strongest cities in the Spartan alliance, or an open breach between the two confederacies. The moment had come when war could no longer honorably be deferred. The choice was made and Greece was plunged into the historical struggle called the Peloponnesian war. For 27 years it was to involve every state in Hellas, and every island of the Ægean, in a turmoil of unbridled bloodshed. Thucydides, the historian, writing of the war, makes much of the fact that pestilence, eclipses and earthquakes marked the entire duration of the struggle.

It was one year after the opening engagement of this war that Pericles pronounced his celebrated funeral oration. In accordance with an old national custom, the ceremony was held at the public expense. As Thucydides pictures the ceremony, three days before, the Athenians erected a tent in which the bones of the dead were laid out and everyone brought to his own dead any offering which he pleased. At the time of the funeral the bones were placed in chests of cypress wood which were conveyed on hearses, one chest for each tribe. They also carried a single empty litter decked with a pall for all whose bodies were missing and could not be recovered after battle. The procession was accompanied by all who chose, citizens or strangers,

and the female relicts of the deceased were present at the place of interment and made lamentation. When the remains had been laid in the earth, some man of notability and high reputation chosen by the city delivered a suitable oration over them; after which the people departed. "Such," says Thucydides, "is the manner of interment; and the ceremony was repeated from time to time throughout the war. Over those who were the first buried Pericles was chosen to speak."

what manner of life our empire became great. For I conceive that such thoughts are not unsuited to the occasion, and that this numerous assembly of citizens and strangers may profitably listen to them.

"Our form of government does not enter into rivalry with the institutions of others. We do not copy our neighbors, but are an example to them. It is true that we are called a democracy, for the administration is in the hands of the



TRIBUNE OF THE PNYX, ATHENS, GREECE. THE PLACE WHERE ALL THE CITIZENS MET TO HEAR THE GREAT ATHENIAN ORATOR.

Pericles was not minded to harrow up the feelings of his fellow-citizens. With the clear vision of a statesman, he saw that the conflict in which Greece was now engaged would last for many years; how many, depended in large measure upon the fortitude of the Athenians and their willingness to contribute the men and money for the expenses of the war. Therefore the orator began with a panegyric upon the beauty and wealth of his city and the refinement and courage of its citizens.

"Before I praise the dead," he said, "I should like to point out by what principles of action we rose to power and under what institutions and through

many and not of the few. But while the laws secure equal justice to all alike in their private disputes, the claim of excellence is also recognized; and when a citizen is in any way distinguished, he is preferred to the public service, not as a matter of privilege, but as a reward of merit. Neither is poverty a bar, but a man may benefit his country whatever may be the obscurity of his condition. There is no exclusiveness in our public life; and in our private intercourse we are not suspicious of one another. A spirit of reverence pervades our public acts; we are prevented from doing wrong by respect for authority and the laws, having an especial regard to those which

are ordained for the protection of the injured as well as to those unwritten laws which bring upon the transgressor of them the reprobation of the general sentiment.

"And we have not forgotten to provide for our wearied spirits many relaxations from toil; we have regular games and sacrifices throughout the year; at home, the style of our life is refined; and the delight which we daily feel in all these things helps to banish melancholy. Because of the greatness of our city, the fruits of the whole earth flow in upon us; so that we enjoy the goods of other countries as freely as our own. . . .

"To sum up: I say that Athens is the school of Hellas, and that the individual Athenian in his own person seems to have the power of adapting himself to the most varied form of action with the utmost versatility and grace. This is no passing and idle word, but truth and fact; and the assertion is verified by the position to which these qualities have raised the state. For in the hour of trial Athens alone among her contemporaries is superior to the report of her. No enemy who comes against her is indignant at the reverses which he sustains at the hands of such a city; no subject complains that his masters are unworthy of him.

"We have compelled every land and every sea to open a path for our valor and have everywhere planted eternal memorials of our friendship and our enmity. Such is the city for whose sake these men nobly fought and died; they could not bear the thought that she might be taken from them; and every one of us who survive should gladly toil on her behalf.

"I have dwelt upon the greatness of Athens because I want to show you that we are contending for a higher prize than those who enjoy none of these privileges; and to establish by manifest proof the merit of these men whom I am now commemorating. Their loftiest praise has already been spoken. For, in magnifying the city, I have magnified them and the men like them whose virtues made her glorious. Methinks that a death such as theirs gives the

true measure of a man's worth. It may be the first revelation of his virtues, but it is at any rate their final seal. For even those who come short in other ways may justly plead the valor with which they have fought for their country; they have blotted out the evil with the good and have benefited the state more by their public services than they have injured her by their private actions. None of these men were enervated by wealth or hesitated to resign the pleasures of life; none of them put off the evil day in the hope, natural to poverty, that a man, though poor, may one day become rich. They resigned to hope their unknown chance of happiness; but, in the face of death, they resolved to rely upon themselves alone. And when the moment came, they were minded to resist and suffer rather than to fly and save their lives; they ran away from the world of dishonor, but on the battlefield their feet stood fast; and, in an instant, at the height of their fortune, they passed away from the scene, not of their fear, but of their glory.

"Such was the end of these men. They were worthy of Athens, and the living need not to have a more heroic spirit, although they may pray for a less fatal issue. Anyone can discourse to you forever about the advantages of a brave defense, which you know already. But instead of listening to him, I would have you day by day fix your eyes upon the greatness of Athens until you become filled with the love of her; and when you are impressed by the spectacle of her glory, reflect that this empire has been acquired by men who knew their duty and had the courage to do it. The sacrifice which they collectively made was individually repaid to them; for they received in the end, each one for himself, the praise which grows not old, and the noblest of all sepulchers—I speak not of that in which their remains are laid, but of that in which their glory survives and is proclaimed always and on every fitting occasion both by word and deed. For the whole earth is the sepulcher of famous men; not only are they commemorated by columns and inscriptions in

their own country, but in foreign lands there dwells also an unwritten memorial of them graven not on stone but in the hearts of men. Make them your examples, and, esteeming courage to be freedom and freedom to be happiness, do not weigh too nicely the perils of war.

"Wherefore, I do not now commiserate the parents of the dead who stand here; I would rather comfort them. You know that your life has been passed amid manifold vicissitudes; and that they may

A Living Memorial.

Long Parted Friends Fortunately Reunited.

BY EMMA ARCHER OSBORNE.

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"There's just one thing more I wish to speak about," said Mrs. Walker, the matron, addressing the board of lady managers of the Old People's Home as they prepared to leave the stiff-looking parlor which they were gracing by their presence at the monthly meeting, "and that's Mr. Prentice."



PLAIN OF MARATHON, ATHENS, GREECE.

Where in the year 490 B. C. 10,000 Athenians, under the great General Miltiades, defeated ten times their number of Persians.

be deemed fortunate who have gained the most honor, whether an honorable death like theirs, or an honorable sorrow like yours, and whose days have been so ordered that the term of their happiness is likewise the term of their life.

"And now, when you have duly lamented, everyone his own dead, you may depart."

Such is the main portion of the Memorial day oration delivered by Pericles, leader of the Athenian democracy, and considered the greatest ever delivered.—*Detroit News-Tribune*,

"What's he been doing now?" asked Mrs. Banks, the president, in a voice implying that the person mentioned had been heard from before.

"Well," replied the matron, with an aggrieved look and an injured air, "no matter what I do he persists in driving nails into the woodwork and the walls of his room, and right after our spring varnishing and papering, too."

"Have you suggested to him that that's rather destructive?" mildly ventured quiet little Mrs. Wing.

"Why—why," the matron hesitated.

"Have you said anything to him?" also asked the president.

"Not exactly 'said' anything," replied the matron, "but I've done things. When he has been away visiting I've taken out the nails, left him a lot of molding hooks—oh, well, you see, he's the kind I can't exactly say things to."

"I know, I know," nodded the president. "He's a nice old man—just like a sweet old lady or a dear innocent child. A good deal over eighty, isn't he, Mrs. Walker?"

"Eighty-six," the matron replied. "And you couldn't scold him any more than you could scold a week-old baby. But his being sweet and all that doesn't repair the woodwork and the walls," she added practically. "Somebody ought to forbid his doing it—some member of the board, perhaps!"

"What does he need so many nails for?" asked Mrs. Wing evasively.

"To hang his 'treasures' on, as he calls them, though they're nothing more than so much trash, as far as I can see. He still has a few old things stored away in the attic of his friend's house in Jersey, and whenever he goes over there he lugs back something to have with him in his room. He already has gone away beyond the allotted number of articles an inmate is allowed, and when cleaning day comes—well, such a time as we have with his old rubbish. Lately, he is hanging things up, and that's why he is driving so many nails."

Every one of the ten women present was gazing pensively down at the cheerless green and oak ingrain carpet.

"What manner of 'rubbish' has he?" inquired Mrs. Banks softly.

"In the first place," went on the narrator, "there's the family portraits—pictures from ceiling to floor, pretty nearly—and I can't begin to say how many of that son he lost in the war. As far as he knows all of his people are dead, but he misses his son the most—has a sort of insane idea that he will come back some day. It affects his mind at times."

"Poor old soul!" breathed Mrs. Wing, who had buried a boy of her own a couple of years before.

"How can he expect the son to return if he was killed?" some one interjected.

"Well, he wasn't killed, exactly; he was taken prisoner and reported dead, so, of course, he is dead. If he had lived he would have hunted up his father most likely."

"What else has he in his room that is objectionable?" inquired the president with forced officiousness.

"Guns and swords and everything else, and an old army suit. He keeps the suit hanging up on the wall instead of in his clothespress and covers it over with a big flag to keep it from fading." A faint smile flitted over the matron's benevolent face. "It has faded so that you can't tell whether it was blue or gray originally, but it's always bright blue to him. Every day or two he takes it down, polishes up the buttons and looks it over carefully to see that there are no moths in it. Sometimes he puts it on, shoulders his gun and comes out into the corridors to let the old ladies and the old gentlemen see what a noble-looking soldier he is. It's"—

There was considerable moving of chairs and shifting of positions. Some of the lady managers bit their lips hard to keep back the tears. A handkerchief or two appeared.

"It's the saddest sight you ever would want to see," continued Mrs. Walker, shaking her head reflectively.

Eloquent silence pervaded the room.

And so the meeting of the board of lady managers of the Old People's Home came to naught, so far as the discipline of its gentle old resident was concerned.

"Tomorrow being Memorial Day, it will be hard on him. It always is," went on Mrs. Walker, having entirely forgotten the destructive nail driving in her sympathy for the wayward inmate.

"Does he go out with the Grand Army Post?" queried Mrs. Banks.

"He used to, but he hasn't been for the last two years. He's too feeble to walk, and somehow or other—maybe because he's poor—they forget to send a carriage for him. I'm glad we don't happen to have more than one old sol-

dier in the home on Memorial Day. It's enough to break your heart to see old Mr. Prentice."

Mrs. Banks rose in dismissal of the meeting. "Don't say anything to him about the nails," she said aside to Mrs. Walker, "at any rate, not until after tomorrow." She was wiping her eyes.

The moist-eyed lady managers filed out of the parlor, crossed the bare and unhomelike corridor and entered the institutional-appearing dining-room to take tea with the inmates. As the others sauntered slowly along Mrs. Banks

the expression in her eyes to that in the old man's.

"Our meeting was a little longer than usual," spoke Mrs. Banks, addressing the girl, "but I see you have been well entertained while you waited," glancing pleasantly at Mr. Prentice and Mrs. Bowler.

"Delighted to have had such charming visitors," exclaimed Mr. Prentice in winsome old-time gallantry, bowing to the girl and to old Mrs. Bowler. "Miss Gillespie was interested in my family portraits. Very, very kind of her!"



BRO. E. CORRIGAN, ASS'T G. C. E., AND BRO. R. H. COBB, GEN. CHR. C. P. RY. SYSTFM.
Taken in Montreal, Can., when the wind was whistling around Victoria Square in a way to cause the
• man from Texas to long for the Sunny South.

paused and looked around as if in search of someone.

"Where is Miss Gillespie?" she asked of an attendant.

"Oh, she went with old Mrs. Bowler to see Mr. Prentice's pictures. They are coming now," replied the maid, indicating.

Mrs. Banks turned and saw Mr. Prentice and Miss Gillespie coming along the hallway, with Mrs. Bowler hobbling beside them. The old man was tall, even though bowed by the infirmities of age. The girl walking beside him was tall also and beautiful. She was of a slight figure, with an abundance of gold tinged hair, very fair skin and eyes. Mrs. Banks was struck with the similarity of

"More than interested, my dear old man," mused Adelaide Gillespie to herself. "If what I surmise is true you won't be living in this gloomy institution very long." Then aloud: "I have invited Mr. Prentice to take an automobile ride with me tomorrow. Mrs. Bowler is afraid of the machines and will not accept," smiling at the old lady's protests.

"I rode in one once," proudly proclaimed Mr. Prentice, "and I didn't see anything to be afraid of. If my boy had lived I suppose he would have one and we would be riding around together today."

Mrs. Banks smiled her approval of Adelaide Gillespie's taking Mr. Prentice

automobiling. She approved of anything Adelaide did. She had never known so sensible and so altogether lovely a girl. She thanked God every day that her son Tom was going to marry such a woman. If she had been penniless instead of being the granddaughter of a millionaire she would have held the same opinions.

Memorial Day was ideally fair and warm for the beautiful duties in remembrance of the departed. The city from one end to the other displayed the flag for which so many thousands had given their lives. The Grand Army Posts assembled officially and left their various headquarters laden with the most beautiful blossoms the earth could yield for the outlying cities of the dead. Business was suspended, schools were closed, and in accord with the general disposition of New Yorkers—to leave the city on a holiday—the streets seemed deserted.

There was little left for the lonely inmates of the Old People's Home, whose chief amusement was watching the passersby all the day long from the windows of the sitting-room or their own little rooms. It was not to be wondered at very much, therefore, that the aged occupants were assembled, almost to the last member of the household, to witness the departure of Mr. Prentice.

The old man was ready an hour before the appointed time when Adelaide Gillespie was to call for him. He was immaculate in his Grand Army suit, and from one of the side pockets of his coat there protruded an end of a little oval parcel. The inmates eyed it suspiciously and wondered what it might be, but Mr. Prentice vouchsafed no explanation to their inquisitive glances.

Then the automobile arrived. With honks and majestic sweeps—which seemed to add auspiciousness to the occasion for Mr. Prentice—it turned in front of the big red brick building and stopped at the curb. A dark, handsome young man sprang out, met Mr. Prentice, introduced himself gracefully as Mr. Banks and tucked Mr. Prentice away in the tonneau with Miss Gillespie, Tom Banks climbing into the box seat beside the chauffeur. Some more honks and they glided swiftly away from the Old People's

Home with many a lonesome eye straining after them.

"We are not going near a cemetery today," averred Adelaide Gillespie. "We are going out into the country to see the spring. It's here with its new greenery and flowers and the birds, and the air is so delightful today, Mr. Prentice, that I am sure you would enjoy that better than going to the graveyards," smiling at the happy expression on the old man's face.

"Oh, yes; thank you, miss—life! Take me where there is the beautiful life. I am so much with the dead and the buried." He looked at her meaningly, and she understood.

"But before I forget it," continued Mr. Prentice, "I want to ask you to accept a little token from me in return for your kindness. It—maybe you won't think it's much, but it's the best I have, and please take it with an old man's blessing." He drew the little parcel from his pocket, unwrapped it and handed it to the girl. It was an old miniature of a man in army uniform, the uniform of a private.

Adelaide Gillespie started and turned pale at first; then her eyes grew misty. For a moment she did not speak.

"My son," ventured the old man timidly. "Maybe it doesn't please you, miss?"

"Please me?" the girl repeated excitedly. "You shall soon know, I hope, what this miniature means to me," she said to him absentmindedly. Then she realized she had made a mistake in voicing her thoughts. "I appreciate it more than I can tell you, Mr. Prentice. Thank you so much. I am soon to have a home of my very own, and I assure you that the portrait of your son shall occupy a position of great honor in that home.

"Now," she continued more brightly, "I shall tell you where we are bound for. We're going out to my grandfather's. You'll like him immensely. He is such a dear. Let me tell you something about him.

"Until four years ago grandfather has lived in South America ever since the Civil War."

"Was he in the army?" Mr. Prentice asked, with quick interest.

"Yes," replied Adelaide Gillespie, "and when he was captured by the Confederates a friend of his arranged his escape and got him away on a ship that took him to South America. He engaged in business there and became immensely rich. He married an English girl, and their daughter was my mother. Mother died 12 years ago, when I was only ten.

"Grandfather came back to this country a few years after the war and learned that his father and all of his people were dead. Then he returned to South America and remained there until four years ago."

"So he was in the Union army?" asked the old man.

"Yes."

"I shall be delighted to meet him."

"Indeed you will," said Miss Gillespie to herself, "more delighted, I surmise, than you now imagine. Oh, if it isn't too much of a shock to the dear old man!"

"He's living in this country now?"

"Yes, permanently. He has a beautiful country estate up at Tuxedo. We'll soon be there. I know he'll be glad to see you, as you also are a soldier," she added naively.

Presently they turned into the grounds of a magnificent estate. There were miles and miles of beautiful roadways; there were dense, shady woods and game preserves; there were gardens and acres of flowers. Then there appeared through the opening in the trees a broad stretch of velvety lawn, with just enough of great elms and oaks set here and there to afford pleasant shade for the gray stone rambling mansion that nestled among them. There were more flowers close to the house and bright awnings at the windows.

Mr. Prentice thought he had never seen anything so wonderful in the way of a private estate. The house was much larger even than the Old People's Home and decidedly more attractive.

"This is grandfather's home," announced Adelaide Gillespie as the automobile stopped under the porte-cochere, "and here's grandfather!" She sprang from the automobile.

She was visibly excited as she clasped her arms around her grandfather's neck and kissed him.

Her grandfather scarcely responded to her caress. He gently and dreamily put her aside and stepped forward to meet the stranger, Mr. Prentice, who stood as if transfixed to the mosaic floor of the veranda. Strangely enough Mr. Prentice was the first to speak. He took a step forward, stretched out his arms and cried:

"My boy!"



BRO. J. B. GALVIN, MEMBER DIV. 396.
Recently appointed Acting Superintendent Los Angeles division A. T. & S. F.
—Courtesy Bro. J. C. Love.

Her Decoration Day.

It was Decoration Day, and Miss Elizabeth Downes found herself in London—far away from her home and the graves of her forefathers.

Now, Bessie Downes had observed Decoration Day ever since she was a little toddler in the Boston suburb which gave her birth. Little wonder was it that she should have done so; for not only had her father fought gallantly for the Federal cause in the war, but no less than four of her uncles, and whole dozens of

cousins to boot, were among those whose names are enshrined as defenders of the Union.

Consequently no one need feel surprised at learning that Bessie felt a pang of homesickness when she awoke in unsympathetic London on this particular Decoration Day. Outside in the prim Bloomsbury street, where she was staying with her friends—the Malcolms—she heard none of the noise and bustle which would assuredly have greeted her in Roxbury, Mass. Her engagement tablets bore no records of coming visits to cemetery or mausoleum, where warrior-dead repose. The simpering maid who brought up her coffee had probably never even heard of Decoration Day!

"It's a shame," said Bessie, stirring the coffee viciously: "General Downes' only daughter unable to lay even a single flower on some soldier's grave—and this Decoration Day! And, surely, there must be lots of Union soldiers buried in the London cemeteries."

This last reflection inspired her. She pulled the bell-rope sturdily, recalling the simpering domestic.

"I want a cablegram sent instantly to my father—Gen. Downes," she said. The servant did not even look surprised. Already this quiet Bloomsbury household was growing used to the whims of Bessie Downes, millionaire's heiress and spoiled child of fortune. Within fifteen minutes the message was on its way to the nearest office where cablegrams are received, and in five minutes more a puzzled clerk was spelling out these words:

"Gen. John Downes, Roxbury, Mass., U. S. A.:

"Are any of my soldier cousins buried in London?"

BESSIE."

Whatever Gen. Downes may have thought regarding this very expensive method of seeking information, he answered promptly enough. Before noon Bessie received the reply:

"Cousin Randolph Carroll, Kensal Green."

The patriotic Miss Downes was delighted. "How good of the dear old pater!" she cried, to amused Mrs. Malcolm, over their early lunch—(early, because of the trip to Kensal Green cemetery, determined on the moment the

cablegram arrived). "And, oh, how delightful to find one of my own kin buried here—one, who in addition to his kinship, was a loyal soldier of the Union."

After lunch, the Malcolms' carriage took them to a florist's, where Bessie purchased wreaths and immortelles for the grave of her warrior relative. Then it was ho! for Kensal Green—that quiet old world. "God's Acre," so different from all the American burial places with which Bessie was acquainted. There was some difficulty at first in finding the grave of Randolph Carroll, but Bessie's pretty face smoothed matters wonderfully, and the location was soon determined. Mrs. Malcolm, being tired, remained in the sexton's lodge; while that dignified old person escorted Bessie and her wreaths to the tomb. Randolph Carroll's grave was surmounted by a very plain piece of black marble, upon which was the inscription:

"Here lies the body of Capt. Randolph Lee Carroll, soldier and gentleman, a credit to his native country, the United States of America."

A great wave of enthusiasm surged through the impressionable being of this little New England maid, as one by one she took her commemorative flowers from the sexton and laid them around the tomb. Then she laid her gloveless hand caressingly upon the exiled soldier's name—looking as though she would have liked to kiss it—and silently turned away. The tactful sexton said naught; and the two passed slowly down the path. Suddenly, however, Bessie remembered that the best of all her memorials, the little "Stars and Stripes," brought all the way from New York, still remained in her hand. Bidding the sexton wait for her, she quickly retraced her steps to Capt. Carroll's grave.

But another person had reached the flower-bedecked marble before her, and now stood regarding the wealth of decorations with evident astonishment. This was a young man good enough to look upon, and possessed of that attractive liteness which told Bessie instantly that she was not looking at a Briton, but at one of her own country-

men. He, too, carried a wreath; but it was, though a charming wreath, a very simple and unpretentious one.

"Dear me!" said Bessie, regretfully, startling the young man, who had not heard her coming. "Dear me!" I'm afraid that I haven't left you an inch of space for your flowers."

He looked at her curiously for a moment.

"It was you, then, that decorated the grave?" he said.

"Yes; it was I," answered Bessie quickly.

A grim smile rested for a moment on the young man's face.

"I fancy that you have made a mistake," he said. "The man buried here was not a Federal soldier. Capt. Randolph Carroll fought for the South."

Bessie gasped. Had she been showering her immortelles upon the grave of a Confederate—one of those "Johnny Rebs" whom her training and associations had taught her to abhor? And this on Decoration Day—the special day devoted to honoring the North and its patriot dead!



BROS. P. C. MITCHELL, DIV. 559; J. MYERS, DIV. 353; C. H. CARMON, DIV. 559; R. TUPPER, DIV. 559.

"You see I found myself so far away from America; and then it was Decoration Day."

"Decoration Day?" repeated the young man, inquiringly.

"Yes—Decoration Day. Is it possible you don't know what that is? And you're an American!"

"Yes; I am certainly an American. But I have lived for years in London, and my memory has been blunted. Now I remember that Decoration Day is a sort of memorial festival for dead Northern soldiers."

"Of course. And so, you see, I drove out here to lay a few flowers on the tomb of this gallant fellow.

"Surely!" she cried, "that cannot be so. . . . Why, I have my father's telegram. This man—this Capt. Carroll, is our cousin. He could not have been a rebel."

"Your cousin!" exclaimed the young man. "Well, he may have been your cousin; but I can assure you that he was my father."

Once more was Bessie staggered. Mechanically she opened her purse and found the crumpled cablegram from her father. Mechanically she compared the name there mentioned with that on the tomb. They were identical, save that the cablegram had omitted the captain's middle name.

At last she spoke.

"No; clearly there is no mistake. My father must have misunderstood me, or else he was anxious to play a trick. He was always fond of practical jokes, but I think he has gone too far in this case! The idea of my scattering flowers on the hated grave of a—"

The young man held up a deprecating hand.

"Please," he said. "Please do not call him ill names. He was my father, you know."

Impulsive Bessie was conquered in a moment.

"I beg your pardon. I really do!" she exclaimed. "It was outrageous of me to speak so. Of course, I was always brought up to hate the Confederates."

"And yet," remarked Mr. Carroll, "there were many brave patriots and gallant gentlemen among those Confederates. After all, you see, to the average Southerner the Confederate cause appealed quite as strongly as did that of the Union to your friends in the North." This was all said very quietly. Indeed, Mr. Carroll appeared to be a decidedly quiet, but none the less decided individual.

"Yes," asserted Bessie, anxious to make amends, "I suppose that is true. I never looked at it in that light before. And now allow me to clear a space, so that you can lay your wreath on the marble."

She did not offer to take away her own flowers, but deftly made room for the wreath of the captain's son. When he had reverently placed it under his father's name, he said: "I come here with a wreath whenever I happen to be in London. My name is Alan Carroll, and you, since you are our cousin, belong, probably, to my mother's people. Her name was Elizabeth Downes."

Bessie's blue eyes opened widely. "Why that is my name," she said. "You must be quite a near relation."

Just then the worthy sexton of Kensal Green came stumping down the path, bent on discovering what had happened to delay Bessie. Behind him came the anxious chaperon, Mrs. Malcolm, who

started guiltily on perceiving her charge in close conversation with a stranger of the opposite sex.

"My dear Bessie—" she began, severely; but Bessie interrupted her in her usual quick fashion.

"Oh, Mrs. Malcolm, what do you think? I've found a cousin—a real, simon-pure cousin. Let me present Mr. Alan Carroll. His father and mine were on opposite sides during the Civil War, but they were both brave soldiers, as Mr. Carroll has pointed out to me, so that I think the feud ought to be buried."

Mrs. Malcolm, I fear, looked a trifle suspicious at first over this very extraordinary meeting of cousins in a cemetery. As for the sexton of Kensal Green, when he retired to his lodge after seeing the party out (the newly found relative had been asked to lunch) he varied the monotony of counting an unusually fat fee by winking expressively and muttering: "Cousins! Ho, yes! Hof course! cousins!"

As for Gen. Downes in far-off Roxbury, when his daughter wrote him an account of her singular adventure he replied:

"You acted quite rightly, my dear. If Alan Carroll takes after his father, he must be a sterling fine fellow, and if there is an occasion upon which the differences of North and South ought to be laid aside it is on Decoration Day."

And there are sly hints regarding "A Coming Reunion of Blue and Gray," in the Boston newspapers.—Gerald Brennan, *Chicago Record*.

Her Rebel Heart.

BY ALEXANDRA DAGMAP.

(Copyrighted, 1909, by Associated Literary Press..)

Oh, I spoke once, and I grieved thee sore!

I remember all that I said!

—Jean Ingelow.

"Oh, it's you!" commented Reeda ungraciously.

She looked up from the basin of soap-suds on the dining-room table. She was washing her great-grandmother's belleek—a task which she was averse to intrusting to hands less careful than her own. Inwardly she was meditating the

reprimand she would bestow upon Janet for permitting this particular visitor to enter unannounced.

"You don't appear overwhelmingly glad to see me!" returned Aubrey Bowden.

She sent him a swift glance—one of obvious annoyance. He was standing in the doorway. Tall, athletic, in his leather coat, corduroy knickerbockers and high rubber boots, she was forced to admit that he made a gallant figure.

But she dropped her eyes and went on with her task.

Not so Aubrey Bowden. He kept his gaze fastened upon her—a gaze at once whimsical and adoring. Certainly she looked extremely pretty, her blue morning gown enveloped in a blue apron, her sleeves rolled up over the bewitching dimples in the elbows, a flicker of angry color showing through the fairness of her cheek.

Bowden made a fresh conversational plunge.

"I'm going down to the Kankakee marshes shooting," he said. "There are a lot of the fellows going—my cousin, Andrew, and some more. Reeda," quizzically, as she still evinced no sign of interest, "aren't you going to wish me good sport? I came six blocks out of my way to tell you about it."

She found it hard to resist him when his voice had that husky note in it—half teasing, half loving, but she hardened her heart and replied coldly:

"Only this, Aubrey Bowden—that I don't wish to know for the future where you go or what you do. After the outrageous way you acted Tuesday evening, going away and leaving me alone for half an hour at the theater while you flirted with that odious Bella Wier, I've decided that I do not wish you to call here any more!"

The pale rose in her cheek had deepened to carnation.

"Oh, I say, Reeda!" He laughed protestingly and took a step forward. "You don't mean that, you know! I was not gone more than ten minutes. I used to go to school with Bella Wier, and I hadn't seen her for more than a year."

"You may see her as often as you de-

sire after this!" said Reeda significantly.

There was no smile in the young fellow's handsome eyes now.

"Reeda," he said quietly, "look at me!"

He was beside her. She felt herself forced to obey that grave command. She lifted to his face her gray, black fringed eyes, filled with a sullenness foreign to them.

"Say, you don't mean to break with me for such a trifle," he pleaded. "Why, I love you, Reeda. You know that."

"I have nothing to reconsider." She never knew afterwards how she managed to enunciate the cruel words. "I want you to go away and never come to see me again."

For one breathless moment they stood looking into each other's eyes. And there was that in his face that dumbly reproached her. Before she could bring herself to make retraction he was striding to the door.

"Goodby, dear," he said brokenly. "I—I hope"—

The sentence trailed off into silence, and he was gone.

The girl stood staring at the closed door. It looked like the door of fate itself—shut fast in her face. She saw it through a gush of belated futile tears.

The day wore on—a dull, wretched, aimless day. She could settle to nothing. Every object brought some memory connected with the man she had sent out of her life.

When she dressed for the evening she found herself selecting the gown he best liked and realized with a wretched pang that he would no more murmur praise of it—or of her. She hated the pretty rosy silk, with its ecru silken laces and coquettish little black velvet bows.

So forlorn she felt, so lonely, so bereft, it was with slight surprise that, picking up the evening paper, she scanned a tragic headline. But as the full significance of what that ghastly line of type indicated became plain to her she gave a cry—a faint, weak, desperate cry—and her mother, rushing to her, found her, face downward, on the floor, the paper clutched tightly in her hand.

To bring her back to consciousness was

the first thing to do—to find out what had shocked her, the second. And the paragraph in the paper, telling of the accidental discharge of a gun among a party of hunters bound for the Kankakee marshes revealed the latter. For the name of the man fatally wounded was given as that of Aubrey Bowden!

The physician, bending over the girl as the fits of unconsciousness succeeded one another, shook his head gravely. "I am very much afraid"—he began.

A queer, glad cry from Reeda startled them. She was sitting straight up, her arms extended. The man at the threshold sprang forward and caught her in his arms.

"It was Andrew—poor Andrew!" he explained. "The reporter got the names mixed. I've a flesh wound from the explosion, nothing more. I hurried here. I feared you might learn of the accident. And, Reeda, darling, did you care, then, so much?"

The terrible tension over, she gave way, sobbing convulsively. The doctor beckoned to her mother. They left the room.

"There is nothing more for me to do, thank God," the old man said.

Reeda put her arms around her lover's neck and clasped her hands tightly and held him as though she would never let him go.

"Forgive me!" she entreated. "I was sorry while I was speaking—I was sorry when you went. All day long I knew that if you never came back I should want to die. Then when I saw the paper I thought that I was being punished and that indeed you never would come back. Dearest, forgive me!"

"When a man loves as I love you," he said, "he has never anything to forgive. He can only keep on loving—always."

A Play to the Gallery.

BY CECILIA A. LOIZEAUX.

(Copyright, 1906, by May McKeon.)

It had just dawned upon Philip Smart that Kate Hampton was the girl he wanted. He wondered how he could ever have hesitated or ever have had a doubt. Why, she was simply cut out for him, he

thought, as he dressed with care and precision to go and tell her so.

"I should have told her months ago," he mentally argued. "She must think I'm an awful duffer," and he wondered anew that he had been such a blind fool as not to know what had been the matter with him all these months. He believed now that he had been in love with her ever since they had gone to the kindergarten and had not known it.

His heart was very light, and he was singing at the top of a lusty baritone voice, "Oh, But I Love You, Dear!" when there was a thump at his door and his best friend, Fred Bart, dropped in. Fred was also dressed with care and precision and accosted Philip with his customary bellow.

"Going up to the Hamptons'? Well, hurry up! You must have been dressing for an hour. What makes you so happy—got your salary raised?"

"No!" said Philip shortly. He suddenly felt anything but cheerful. As he knotted his cravat he said many things under his breath, ostensibly at the stubborn tie. The thermometer of his feelings was dropping. He wondered what in thunder Fred had to go up there tonight for. Couldn't he see when he wasn't wanted? The last time Kate had been not much more than civil.

He finally turned from the glass and wriggled into his coat, with a flushed face. "Well, come on!" he said.

As they strolled up the shady suburban streets Fred did not seem to notice the drop in Phil's spirits, but talked away, with his hand on his companion's shoulder, until Phil began to hate him.

However, when they reached the Hampton house and found two white clad figures on the porch his heart began to bound again. It was quite likely that Fred was going to see Kate's sister, Rose, who was much more his style, and doubtless in the course of the evening he could get Kate off by herself.

So the four sat on the steps and made merry, and when Phil proposed a walk Fred cordially seconded the idea, and they all got as far as the gate together. Phil thought there couldn't be a better time for telling a girl you loved her than

the quiet moonlit night nor a better place than the deserted streets of a quiet suburb. But when they reached the gate Rose decided she wanted a wrap, and instead of waiting for her, as he should have done, Fred strolled on up the street with Kate, and Phil had to wait.

It wasn't a hilarious walk. Rose seemed as out of sorts as Phil, and they were both glad when they reached the gate again and could get away from each other. Phil would not accept Rose's invitation to wait on the porch until Fred and Kate came home. He didn't want to see Fred at all. But he consoled himself with the thought that very likely Kate was as disappointed as he himself, and the very next day he telephoned for permission to come up that evening. It was graciously granted, and he went downtown and bought a ring, being an old-fashioned lover.

The next afternoon he chanced to meet Kate on the street, and she stopped him. "By the way, bring over your banjo tonight," she said. "We'll have a little porch party, and your banjo is always so much in demand." And then he began to wonder whether it could be possible that she might not care for him. If she did, why on earth was she always getting a lot of people around when he came? Then his brow cleared. "The dear girl!" he thought. "She is afraid I will see that she cares, and it is her way of defending herself."

The porch party was jolly, and there was a good time, but Phil saw next to nothing of Kate. She was here and there and everywhere, the moving spirit of fun. Nevertheless he felt that he had gained a little, for when he said good night he held her hand decidedly longer than he would have wanted another fellow to hold it, and she did not draw it back, as of course she would have done had it been another fellow.

On Saturday when he asked to take her driving she assented with a proper show of reluctance. "She knows!" he thought. When he called for her in the twilight her mother explained that she was not quite ready yet and said that a girl friend had come to town quite unexpectedly and that she and Kate had forgotten

all about time in their chattering.

Of course the least he could do was to offer to exchange the stanhope for a surrey and ask the guest and Rose to go too.

The guest stayed two weeks, and during that time, though he tried numberless times, Phil did not get to see Kate alone. He waited as patiently as he could—there seemed to be nothing else for him to do—and hoped she would see the self-sacrificing depth of his affection.

He had always known all the Hampsons and had been a frequent caller at the home. The judge liked him and his politics, which he talked to the poor fellow at all seasons. The mother admitted him to the family sitting-room and darned the family stockings in his presence. The small brother, Jimmy, admitted that Phil was his equal. Advantageous as was this family friendship in some ways, it was as disadvantageous in others. If by any accident he called and found Kate apparently alone something always happened. The telephone rang and someone wanted to come over for a few minutes, or some presumptuous fool stopped in to see Rose and stayed to talk to Kate.

Phil grew sick at heart, and Kate began to seem a little cool and dignified. He felt that he must speak soon or forfeit the girl's love. She was too proud to help him a bit. One evening he rang her up and asked if he might see her alone. He had something very particular to tell her, he explained. Having gone so far, he swore by all that was holy that he would not leave the girl that night until he had proposed and had had an answer. "If the whole family comes in and stands around in a circle they can't stop me this time," he said. "I'll propose to Kate, and if they don't like it they can move. I won't."

Kate met him at the door and ushered him into the big library, where a great fire was burning on the hearth. It was warm and pleasant after the walk in the frosty air, and he settled himself in the judge's big armchair with a sigh of relief. Kate explained nervously that her father was out of town and then seemed to wait for something. Phil cleared his throat,

"Kate," he began and wondered just what he should say next. Why was it so hard when a fellow had thought of nothing else for weeks?

"Yes?" said Kate encouragingly, and then the front door slammed and in a moment more the judge entered the library. He greeted the young man cordially, sat down on the opposite side of the hearth and began to talk politics. And then Mrs. Hampton came in to see what was the matter. She had heard the front door slam and had thought the judge out of town for the night. In half an hour Rose ran in from making a call in the neighborhood and sat down to toast her toes at the fire.

They all talked comfortably, and no one seemed to notice that Philip's laugh was strained or that the flush on Kate's cheek was more than the usual healthy glow. Then the door was pushed open cautiously, and little Jim appeared in his pajamas.

"What are you all having such a good time about?" he whined as he climbed into his father's lap. "You always leave me out."

Phil's endurance reached its limit right there. He rose, with his jaw set.

"We won't leave you out this time, Jimmy," he said. "We won't leave anybody out. Call in the kitten, please!" And then he turned to Kate, who seemed paralyzed as she realized what he was going to do.

"Kate," he said, "for weeks and weeks I've been trying every day to get you where I could tell you that I love you and ask you to be my wife. I haven't succeeded for various reasons, so I'll have to do it right here, with applause from the gallery. Will you, Kate?" He was standing over her now, and they held the tableau. The tears were running down her face, but she could not take her eyes from his. When he dropped on one knee beside the chair the family waked from its dream and departed on tiptoe, the judge dragging the reluctant Jimmy by the ear.

"Will you, Kate?" begged Philip. And then they both burst into peals of laughter, which were heard in the dining-room by the discomfited family.

But there is good reason to believe that she did, for the judge has been heard to say that he considers his son-in-law the bravest man in the world.

In a Belfry.

(Original.)

On an eminence a few miles north of a town in Alabama stands a church with a belfry. It stood there during the Civil War. In the spring of 1862 Dan Harkaway, a young man whose father was a deacon in the church, used to go up into the belfry daily and sometimes on moonlight nights to take a look up the turnpike, which was plainly visible for some miles northward, hoping to catch the first sight of Yankee troops that were expected to occupy that region. Harkaway set great store by this vedette system invented by himself and promised to warn his neighbors in time to set their houses in order and put their silver spoons in the well before the arrival of the enemy.

Harkaway was in love with Nancy Durbin, a girl who found it difficult to decide between him and Tom Nolan. One day Nolan overheard some negroes talking together about the proximity of the Yankees, some saying that they would come within a few hours. Nolan thought to get ahead of his rival and climbed to the belfry for the purpose of being first to see the enemy's approach. Harkaway had placed a ladder on the highest floor, to be reached through a trapdoor. By climbing the ladder one could look out through the top openings. Nolan mounted the ladder, and Harkaway passing below, saw him gazing up the pike.

Harkaway determined to punish his rival for assuming a privilege that he reserved for himself and that night went up to the belfry and greased the ends on which the ladder stood. Nolan thought over the matter of the Yankees' approach and concluded that if they occupied the city they would likely endeavor to surprise it in the early morning before the people were awake. Therefore at the first sign of dawn he entered the tower, intending to watch till after sunrise. He climbed the ladder and, looking up the pike saw the Yankees coming.

He was about to descend to give the alarm when he felt the ladder slipping away from him. Catching the window sill, he clung to it for a few minutes, then dropped, hurting himself severely. The first thing he did after getting his breath back into his body was to examine the ends of the ladder, finding them greased. At the same moment he heard someone enter the building below and knew that Harkaway was coming.

"I'll pay the rascal for this," muttered Nolan, and dragging himself to the trapdoor, he put the prop to the trap in a position that one coming into the belfry could scarcely help knocking it away. Then he lay down on the floor near the wall and waited. Harkaway came up and when his head got above the trap saw the fallen ladder and Nolan lying on the floor. Thinking he had killed his man, he withdrew hastily, knocking away the prop. The trap closed with a bang, and Nolan heard his rival tumbling down the stairs. He felt sure that the trap had struck Harkaway on the head, and if it had not killed him his fall doubtless had finished the job. Nolan pulled open the door, crawled down the stairs, passed what he believed to be Harkaway's dead body and rushed frantically out of the church. Harkaway had been knocked unconscious, and when he came to himself and thought of the corpse of Nolan lying in the belfry he fled from the place as rapidly as his stunned condition would admit.

The same morning people living along the line of the pike were awakened from their slumbers by the clatter of horses' hoofs and swinging sabers, followed by the tread of men marching and the rumble of cannon. Almost before the citizens could get on their clothes the troops had passed, and soon the booming of guns could be heard below.

"Where's Dan Harkaway?" asked one citizen of another. "Wonder ef he hain't fell asleep in the belfry."

"Tom Nolan, he was a-watchin' that, too," said another.

When the excitement had quieted down and the sun shone as peacefully over the undulating plantations as it

had set the evening before, the two missing men not appearing, a committee went into the belfry. Finding the ladder down, the ends greased and blood (from Harkaway's nose) scattered over the stairs, they concluded that the two men had been playing each other foul and doubtless one had murdered the other or both had been killed. But what had become of the bodies was a mystery.

Years passed, and neither Harkaway nor Nolan appeared. When a stranger came into the locality he was sure to be treated to the story of the night the Yankees came and the two young men who were watching for them had disappeared. Whether there had been a mutual murder or the Yankees had carried them off was a much disputed point.

During the eighties a camp of Confederate Veterans was held in the vicinity, and one day a gray-bearded vet stood opposite the church, looking up at the belfry. Another vet came up and asked him what he was looking at. Then two pair of eyes met, and there was a simultaneous:

"By gosh!"

"Harkaway?"

"Reckon. Nolan?"

"You bet."

"I thought you was killed."

"And I thought you was killed."

"I went off and enlisted in the —th Tennessee."

"And I enlisted in the —th Alabama."

"Seen Nancy?"

"No. I heerd she married a Yankee sojer and went no'th with him."

"Waal, I declar'!"

VIRGINIA CLAIBOURNE.

A Voice of Gladness.

BY TROY ALLISON.

(Copyrighted, 1907, by E. C. Parcells.)

The country road was strange to both of them. They were almost strange to each other, their acquaintance being a week old, the result of boarding in the same farmhouse.

"That looks like a nice wood to stroll through." He pointed to the thick grove of hickories and gum-trees, their leaves

tinted by the first frost. "We will get over that stile."

"Will we?" There was amusement in her voice and an intense enjoyment of living in her expression. She breathed the mountain air, the vivid autumn coloring reflected in the glow of her face. "The dominant idea of one's impression of you is that you seem to know what you want to do and take the shortest line to it. Your manners do fairly well for a Westerner, but our Southern men would have said, 'Miss Ledleigh, would you like to stroll through the grove?'"

He flushed slightly and knocked a stone from the path with a dogwood stick that he had cut at the foot of the hill.

"I told you I didn't know how to talk to women or how to be nice or courteous. I haven't a bit of polish," ruefully, "but you shouldn't expect much of a man who has spent most of his time on a ranch. I have been East only three months. I warned you at first."

She looked at the six feet of masculinity speculatively.

"Don't apologize, for heaven's sake," she said quickly. "In this day and generation it's refreshing to meet a man who knows his mind. I am going to enjoy this grove just as much as you are. The fact that I didn't have to think it up is the nicest part about it."

"I've been planning details for myself and others ever since I joined the crowd of breadwinners. I've had to plan, scheme and dovetail until it makes me tired to have a waiter hand me a bill of fare and ask me what I'll have. I could enjoy anything that was set before me unexpectedly. I wouldn't even balk at chop suey," with a little laugh that had the first touch of bitterness he had noticed in her.

He helped her over the stile in the manner of a big man who knows little of women and who reverences them to the extent of being afraid of offending them by too great familiarity. She knew in her heart that she could have climbed the stile more easily by herself than with the uncertain aid he gave her, but her mind grasped the cause of his uncertainty, and his clean wholesome-

ness was as pleasant as the breeze from the mountain.

The yellow leaves from the hickory trees rustled beneath their feet as they went into the woods. They dragged their feet clumsily, furrowing the leaves into heaps.

"Beats town all hollow, doesn't it?" He stopped to thrust a bunch of crimson berries in the band of her white felt hat. "How long have you been 'in office,' as the government clerk puts it?"

"Ages, centuries, world without end; to put it in numbers, seven years. I'm afraid I'll not be able to keep my position much longer," dolefully.

There was a gleam of interest in his eyes. "What's the matter?" he asked briefly.

"I don't know exactly," with a pretense of indifference. "Either the monotony of it will drive me crazy or the continual copy will get on my nerves until I'll throw an ink bottle at the chief some day and be discharged for disorderly conduct."

He laughed at her petulance. "I would never dream that you were afflicted with nerves. You make a joke of life and enjoy everything like an overgrown child. You are the essence of youthfulness, yet you must be thirty, aren't you?" He gave her a frankly critical look.

She selected a comfortable looking log and sat down on it in lazy abandon.

"O man, man, do they teach you out in the wild and woolly West that to ask a woman's age is an unpardonable sin?"

He was filling her lap with masses of purple flowers that grew waist deep around them.

"No, the West is not artificial. Nature is the teacher. We learn to admire, but perhaps express even our admiration clumsily."

Her eyes sparkled with appreciation. "That was a well turned compliment. I'm convinced that you are a diamond in the rough. If you were not going away tomorrow, I might polish you up considerably."

"I'm sure you could do a great deal in that line." He sat down beside her and took a cigar from his pocket. "You

have already done a great deal. Honestly, you've done more for me than I thought could be done. You've made me feel a touch of boyishness. I was recovering from an attack of fever when I came here. I had lost my grip of things. School might keep or be hanged. It was all the same to me."

"I understand. I've had the feeling often. You had reached a point when your query was 'What's the use?' and your answer was 'Nothing matters.'"

"You've hit it exactly—bullseye!" He puffed his cigar and thought how well she harmonized with the scene—the red of the gum-trees, the carpet of yellow hickory leaves, the purple and white field flowers growing everywhere. She leaned against a gray tree trunk and held with one arm the flowers he had piled in her lap. High above her head a black and yellow woodpecker hammered away.

"This is nature, and you are the only woman I ever saw who would not make a jarring note in the general motif. You seem to be a living thing—a bit of nature itself."

"It's my holiday—my playtime—and if I bubble over with nonsense you must lay it to exuberance of spirit. I really have a serious side, but I don't want to use it while I'm here. When you leave, try to forget the nonsense I have talked. I'm truly ashamed of it."

"I'm going to remember every bit of it," he avowed sturdily. "I want to keep my touch of boyhood. I wonder how much daring and recklessness you have in your disposition." His face lit up with a sudden thought.

"Heaps, quantities, and it has been smoldering for seven monotonous years. I've been in office until I feel like a latter day Vesuvius. I'm longing for something big and real and exciting to happen."

"Let's make something happen," he suggested eagerly. "You don't know me except as you see me. I don't know you except from the vivid impression of the joy of living that you have flashed upon my rather listless brain. I'd like to keep the touch that knowing you has added to me. Suppose you marry me?" he finished abruptly.

The mass of flowers fell from her lap to the ground. "You are certainly the most primitive man!" she gasped. "Do you realize that we are absolute strangers to each other—that you may be a professional burglar for all that I know and that I have a mother that would prove an awful mother-in-law?" Her eyes were wide open with wonder, but the corners of her mouth were full of mirth.

"Think of your longing to do something unusual," he urged. "My proposition ought to prove attractive from that standpoint at least."

"It has—its attractive features"—hesitatingly. "Marriage is something my usually intrepid spirit has never dared. I've always been afraid the man would prove not to be the right man. I have lately become resigned to the opinion that there is no right man for me. My affinity has so far failed to materialize."

"I don't know much about affinities. That's another thing that was left out of my curriculum. But I do know that you appeal to me, like this breezy mountain air, like the crisp rustle of the leaves, like the stillness of these woods. I can't take all that to the city with me, but you are a part of it all, part of the joy of living. You radiate it. Will you dare come with me?"

She leaned forward and looked him steadfastly in the eye. "I'll dare," she said finally. "I also have reached the point when I ask 'What does it matter?' I will come—if you want me."

He held out both hands, and she put hers into them unhesitatingly.

"And you are going to risk it—without knowing whether I am a professional burglar or a cab driver?" he quizzed joyously.

"That makes it more of an adventure. If I stayed in office a year longer I would risk going over Niagara falls in a barrel to see if I couldn't experience an emotion. You aren't a cab driver, though"—she noted the carefully tailored suit he wore—"and I don't think you are a bartender or a floorwalker."

"Do you think you would like to live on a ranch?" The hope that she would was plainly expressed.

"Love it!" emphatically. "Are you a cowboy, perhaps?"

"Not exactly. I own the ranch." He showed the first touch of embarrassment. "I know you would never guess it. I couldn't acquire polish if I lived ages, but the boys would send me here. I'm a new senator from the wild and woolly West."

She lost her vivid color and tried to take her hands from his.

"And I've treated you like a school-boy!" she gasped. "I have guyed you, teased you. I never would have treated a senator so!" her voice a horrified whisper.

"I liked it," he said, simply, refusing to let the hands be taken away. "I like it—immensely."

"The foolishness and—all?" her color returned with doubled brilliancy.

"The foolishness and all," softly.

She looked at him accusingly. "Maybe you are rich, too?" She appeared hopeless of fresh surprises and willing to believe anything.

"Yes, but that's not considered just cause for forbidding marriage."

She let her hands rest passively, her serious side for once uppermost.

"I can't understand," she said slowly, "why you should care to risk it, why you should want me, a woman who never had the opportunity to cultivate the feminine graces that one expects from a senator's wife. You could ask much of the world. The risk was attractive to me because there was so little that I could ask or lose. Do you really want me?"

He stood on his feet and, taking her hands, drew her beside him.

"Look at the mountains in the distance, the valley below. Be still and listen to the wind in the trees. It's all nature—the voice of nature. You are part of it. You are like it. The red of your lips is a living touch of it. You feel the spirit of the woods. You love it as I do. Look at it, listen to it, and then, dear, if you can willingly come, I want you very much."

The mountains were azure in the distance, the rustle of the leaves calmed suddenly, the noise of the woodpecker

stopped, and the silence of the forest dazed her. The blood throbbed against her temples. Her lips parted slightly, with a quick, indrawn breath.

She turned her face toward him. The primitive man saw the primitive woman shining in her eyes, and the soft scarlet lips quivered when he kissed her.

Angel's Fad.

BY ANNA MUNSON.

(Copyrighted, 1908, by Associated Literary Press.)

Michael Angelo Moultrie was his name, and the diminutive of "Angel," bestowed upon him by a doting mother, was well applied. At least this was the opinion of other tenants in the big Burlington apartment house.

Angel was eight years old, but he scarcely looked six, with his long golden curls and ethereal beauty. In his velvet suit he suggested some child of the Little Lord Fauntleroy period held over into an age of Buster Browns.

Mrs. Moultrie was possessed of a theory that as the child is named so the tastes incline, and she had set her heart upon his being a painter.

Angel's splotchy water colors were carefully preserved in a huge portfolio against the day they should become the priceless mementoes of a world famous painter's youth.

The only child of a widowed mother, Angel was about as baldy spoiled as a boy could be and yet escape the reform school, but his seraphic countenance and his big, innocent eyes had enabled him to successfully lie out of complicity in many juvenile crimes. Though the small boys of the block invariably explained that Angel was the instigator of all the mischief, even their own fond mothers believed them to be in a conspiracy to destroy the fair fame of the model child.

Angel was quick to perceive his popularity, and with unerring instinct he found his way to those apartments where candy and cake were to be had. He seemed to know when callers with offerings of candy had visited the different young women, and his own calls were scheduled for the following day.

His one exception was Nannie Dir.

mick. Nannie seldom entertained callers of the sort Angel most approved. No five-pound boxes of sweets lay upon her table, and no great masses of flowers scented the room, yet Angel liked best of all to visit at the Dimmick apartment, for there was a certain tenderness in Nannie Dimmick's manner of which Angel approved most highly.

"She always looks like she's going to cry," he had told his mother in an endeavor to discuss the girl's peculiar charm. "She looks like she's going to cry, but she doesn't. She just holds you tight in her arms, and you feel glad and sorry all at once."

Clearly this blending of emotions appealed to Angel, for he was a regular visitor to the Dimmick apartment, and the girl found odd comfort in his prattle.

Nannie sorely needed comfort, for the look of sadness in her eyes deepened as the weeks sped by with no word from Arthur Ryder. When he had come to her with his face aflame with happiness to tell her that he had found his chance at last, that the firm had decided to send him on a tour of the African and Asiatic countries to introduce their wares, it had seemed that fate, with kindly hands, had swept barriers from their path.

"It will be the making of me," Arthur had explained. "I start at Cape Town and work up the east coast of Africa, then cross to Asia and so up to China. It will take about 18 months, but if I make a success I shall be taken into the firm and we can be married, dear."

Mrs. Dimmick had refused to listen to an engagement. Time enough for that when Arthur came back, she had told them. An engagement of a year and a half would be worse than useless.

It would deprive Nannie of many pleasures, and no formal engagement was really necessary. If they both were of the same mind when Arthur should return there would be no opposition to a short engagement and an early marriage.

And so Arthur had gone on his long journey with gladness in his heart, for Nannie had assured him that it did not need the formality of ring and announcement to ratify the promptings of her heart.

First had come glowing letters from London and from Cape Town, letters that breathed of hope and love, then blank silence. For more than a year not a letter in the familiar handwriting had been received, though an inquiry at the office of the firm elicited the information that Mr. Ryder was not only alive, but exceedingly well, according to his reports to the home office.

Mrs. Dimmick had stormed at what she had termed his discourtesy, but Nannie would not listen to her mother's urgings that she go more into society and forget the affront.

In spite of everything she still loved Ryder, though pride forbade her to confess that fact even to herself, and she had no heart for the bustle and stir of social events. She preferred to stay at home and tell Angel the fairy stories in which he delighted.

She was telling for the hundredth time one of his favorite tales when Mrs. Dimmick came into the room with an envelope.

"A cablegram for you," she announced coldly.

With trembling hands Nannie opened the blue and white envelope and drew out the slip. Her expression changed as she read.

"It is from Arthur," she said quietly. "He is sailing from Japan."

"Much good may it do him," was the unsympathetic reply. "This is a nice time to hear from him. It's more than a year since he stopped writing. I suppose that you will let him give you some flimsy excuse and be as crazy about him as ever."

"It will take a very excellent excuse to explain his long silence," said Nannie dully. "Unless he has some legitimate reason to offer I shall refuse to see him."

Gently she put Angel from her lap and slipped off to her room. Angel munched the last of the little cakes brought in for his refreshment and took his departure.

Some weeks later Angel, playing about the lobby, observed a stranger enter and drew near to the telephone desk to learn his destination. Angel was interested in young and good-looking strangers as a

possible increase in the number of purveyors of candy.

His face took on an expression of surprise as the operator returned an answer that Miss Dimmick was not at home.

"She was there a little while ago," insisted Angel, selfishly interested in the stranger's success.

The operator flashed an angry glance at him, which caused Angel to subside, and the stranger left the lobby with an air of dejection far different from the springy step with which he had entered.

The next day he came again and asked that a note be sent upstairs. He waited for the answer and read it before he turned to leave. Angel followed him to the street.

"I say," he began, "are you the fellow Miss Nannie used to like?"

"Why?" asked Ryder, parrying question with question.

"Because she's sore on you because you didn't write," continued Angel. "Are you the fellow?"

Ryder nodded, and after a moment's hesitation Angel continued:

"On the level, I didn't mean to do nothing, but I took the letters for my collection."

"You are collecting letters?" asked Ryder, hardly comprehending the confession.

"Stamps," explained the Angel. "They were bully stamps. I didn't suppose Miss Nannie would care. Ma gets lots of letters that she throws into the fire without reading, so I hooked the ones with the funny stamps. I guess that's why she looks like she always wants to cry. I didn't think of it that way until the other day. Then I waited until I saw whether you made it up."

Ryder's face grew black as at last he realized what the boy was saying, but Angel's eyes were again his salvation, and the scowl vanished.

"Go up and tell Miss Dimmick what you have told me," commanded Ryder. "Tell her that I wrote every steamer in spite of the fact I received no replies. Tell her that I have been half frantic. Have you the letters that you can show?"

"Burned 'em," explained Angel—"that is, all except the stamps. They had no

business leaving the mail out on the table where any one could swipe 'em. The elevator boy got most of the picture cards. I don't collect post cards," he added virtuously as though this were some extenuation of his fault.

Ryder paced the sidewalk while Angel went to make his confession. It was a long quarter hour, but at last Angel, his face white and scared, appeared on the steps.

"I fixed it for you," he announced, "but Mrs. Dimmick heard what I said, and I bet I get the licking of my life." And he sat down on the steps while yet he could sit to ponder on the fatal fascinations of a fad.

Selecting Her Life's Partner.

BY SPENCER TROWBRIDGE.

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Several married women were discussing over their afternoon tea the matter of choosing a husband. Mrs. Brown advocated giving way to love, no matter how unpromising a match might be otherwise. Mrs. Tinker considered common sense the most desirable trait to look for in a life partner. Mrs. Evans declared that, after all that had been said against marriages for money, without it there could be no comfort and without comfort love is short-lived. Mrs. Twitchell declared that no man could ever have won her who was not a fascinating conversationalist.

"Your remark, Mrs. Twitchell," said Mrs. Anderson, "reminds me of a story—a story in which I was the principal actor. When I was eighteen I went to visit a schoolmate whose father was very intimate with the superintendent of an insane asylum. During my visit a dance was given for the patients, and we were all invited. None of us relished going, but my host was much interested in the sufferers and insisted on our doing our part.

"My first partner was so queer looking and had such a restless, anxious look in his eye that I was afraid of him. Every now and again he would pause or stop short in the dance to look at some other mental wreck, and once I was

dreadfully frightened for fear he was going to attack a demure little woman who of all those present looked the most tractable. My partner said very little to me, and when I addressed a remark to him he barely answered me. He seemed preoccupied. I fancied that he considered every one present his natural enemy and if I escaped being strangled by him before the dance was finished I would be fortunate. I was much relieved when the music stopped.

"My second partner was very different. He was about thirty-five years old and handsome as a picture. I shall never forget the quiet, well-poised look in his eyes. The matron introduced him to me and as she did so whispered something to me which I understood to be that he was an invited guest. But if she had not so informed me I should have been sure that he was of perfectly sound mind. He made several remarks to me in the intermissions of the dance that caught my attention at once, and I longed to listen to his conversation. Such a man at such an age is just the person to impress a young girl who is naturally flattered by any notice he deigns to bestow upon her. As soon as the dance was finished I put my arm through his that I might not lose him.

"He talked delightfully. He was a graduate of an American, a German and an English university. He had traveled everywhere and had the faculty of imparting not only information on abstruse topics, but of making one seem to visit the places he had visited. His favorite topic was biology. I remember his telling me that scientists were getting every day nearer to a knowledge of the source of life, and he surprised me by telling me that the day would come when they would by chemical substances and forces produce protoplasm, the fundamental living substance.

"While we were chatting my first partner passed us and gave my companion a look which I flattered myself was due to jealousy. I had no mind to be interrupted in my tete-a-tete and showed by apparent rapt attention that I was absorbed in what was being said to me.

"My partner after this, continuing his remarks on the source of life, grew animated. He made me feel that he was a superior being sent down from heaven to demonstrate that our mortal part is nothing more than a chemical combination to hold the soul during its preparation for another existence. My enthusiasm waxed with his. But, though I was rapt in what he said, there was a dual current of thought in my mind, a feeling of how happy I could be with, how proud of, such a husband.

"Again my first partner came near us, and again I noticed that he was wrought upon by jealousy. True, he was a lunatic, but I was at an age to be pleased, even at the jealousy of an unbalanced mind. His insanity need not necessarily interfere with his taste. At that moment my companion gave my arm a clutch that caused me to shriek with pain, shouting, 'I will force your soul from your body and put it back again!' And from the look in his eye I knew that were he free to do so he would murder me.

"I heard a sharp whistle. In a moment my first partner was holding my second, and in a few seconds more he was joined and assisted by several keepers. The man I admired was hustled off like a felon, and the man I did not admire superintended his removal.

"Well, to end the story, it turned out that my first partner was a brilliant young doctor who as medical director of the asylum was studying mental diseases. My second was a lunatic of no special education who had picked up a smattering of various sciences. Such was the judgment of a girl of marriageable age between two men as to which she would marry. I have two daughters, and I am determined that neither of them shall marry without my approval."

"Your husband, I believe," said one of the auditors, "is the eminent brain specialist. Was he your first partner?"

"Yes, and my partner for life."

"At your mother's suggestion?"

"No," replied the story teller. "I acted on my own judgment."

Interstate Commerce Commission—Investigation of Accident.

REPORT OF THE INVESTIGATION OF ACCIDENT TO OREGON & CALIFORNIA RAILROAD LOCOMOTIVE NO. 2538, OPERATED BY THE SOUTHERN PACIFIC COMPANY, WHICH OCCURRED FOUR MILES SOUTH OF YONCALLA, ORE., ON APRIL 4, 1912.

WASHINGTON, April 20, 1912.

To the Interstate Commerce Commission:

Complying with your request of April 18, 1912, the following report of accident to Oregon & California Railroad locomotive No. 2538 is respectfully submitted:

On April 4, 1912, the Southern Pacific Co. reported by telegraph an accident to Oregon & California Railroad locomotive No. 2538, operated by the Southern Pacific Co., in which the engineer and fireman were killed. An investigation of the nature and cause of this accident and the circumstances connected therewith develops the following facts:

This was a consolidation freight locomotive, operated by the Southern Pacific Co. on their lines in Oregon. At the time of the explosion this locomotive was engaged in helper service on a south-bound train of 40 cars, weight of train 1,605 tons, drawn by road locomotive No. 3203, with locomotives No. 2538 and No. 2194 coupled together between caboose and rear freight car in train. The boiler was blown clear of frames, breaking or pulling out expansion plates around firebox, shearing cylinder saddle bolts, and breaking front side of saddle; was blown over three box cars, apparently lighting on back head on an oil-tank car; rolled off to right side and landed on the bank of an 8-foot cut, a distance of approximately 218 feet from the point where the explosion occurred.

At the time of the accident, the train was ascending a grade of 84.48 feet per mile, at a speed of 10 to 12 miles per hour. The accident occurred on a tangent 627 feet south of a left-hand 8-deg. curve. The elevation of the right-hand rail of this curve was from $3\frac{1}{4}$ to $3\frac{3}{4}$ inches for a distance of 198 feet in the center of the curve. Our inspection disclosed the fact that almost the entire crownsheet, with the exception of a portion of the left back

corner, was overheated. The overheated portions of the sheet extended 4 inches below the highest part of the crownsheet at the right front corner and 1 inch below at the left front corner. At the right back corner it was about on a line with the crownsheet, while there had apparently been water on the left back corner. So far as could be ascertained by our inspection the injectors, safety valves and steam gauge were in good condition. The waterglass was so located that the lowest reading was only 1 inch above the highest part of the crownsheet, as indicated by line plate on boilerhead. Therefore, on an ascending grade of 84.48 feet per mile the front of the crownsheet would be uncovered with water still showing in the waterglass, and on the high side of the curve it would be, as indicated in this case, 3 or more inches below the highest portion of the crownsheet, and the glass would still show water. It was also found that other locomotives on the same division have the waterglass so located that the lowest reading is from one-half to 1 inch above highest part of crownsheet. On some of these a plate is attached to the waterglass frame in such a manner that the lower end of the glass is obscured, thus making the lowest reading 3 inches above highest part of crownsheet. The engineer who ran locomotive No. 2538 on its previous trip into Roseburg on April 3 positively stated that no such plate was attached to waterglass on this locomotive.

From statements made by engine watchmen at Drain, who watched the engine while there, it is evident that flues were leaking quite badly, as it was necessary to fill the boiler four times from 7 a. m. to 11 a. m., and that 127 gallons of fuel oil were used, whereas only 30 gallons would have been necessary had not the boiler been leaking. Seven flues were found to be plugged, which is in violation of locomotive boiler inspection rule No. 44.

We find that this accident was caused by an overheated crownsheet, due to the fact that the engine crew were evidently misled in the height of the water on account of an improperly located water-

glass. We consider the local mechanical officials were at fault for permitting this locomotive to be operated with a water-glass not the proper height above crown-sheet, as required by rule No. 37, and also for permitting the locomotive to be operated with flues in such a condition that it was necessary to plug a number of them in violation of rule 44.

JOHN F. ENSIGN, Chief Inspector.

REPORT OF THE CHIEF INSPECTOR OF SAFETY APPLIANCES COVERING HIS INVESTIGATION OF AN ACCIDENT WHICH OCCURRED ON THE INTERNATIONAL RAILWAY NEAR LOCKPORT, N. Y., ON JANUARY 25, 1913.

March 14, 1913.

To the Commission:

On January 25, 1913, there was a rear-end collision on the International Railway near Lockport, N. Y., between a northbound freight train and a northbound passenger train, resulting in the death of one passenger and one employee, and the injury of 40 passengers and one employee. After investigation of this accident, and of the circumstances connected therewith, I beg to submit the following report:

On January 24 an extra freight train left Lockport, N. Y., at 8:30 p. m., for Paynes avenue, Tonawanda, N. Y., leaving that point on its return or northbound trip at 11:53 p. m. It consisted of electric locomotive No. 1, one Q motor car, 13 freight cars and one Q motor car used as a caboose, and was in charge of Conductor Finn and Motormen Parker and Bradley. On this return trip a stop was made at a siding about one-half mile south of Lockport passenger station for the purpose of setting out some cars, the rear end of the train being left standing on the main track. While the necessary work was being done at this point, an extra passenger train collided with that part of the train occupying the main track.

The extra passenger train was conveying a party of Eagles from Lockport to a smoker at Buffalo, N. Y., and return. This train consisted of two motor cars, Nos. 4014 and 4017, both equipped with air-brakes, and was in charge of Motorman

Mack and Conductors Walk and Herbert. This train left Court street, Buffalo, on its return trip at 1:25 a. m., January 25; left Main street, 4.93 miles from Court street, at 1:55 a. m., and collided with the rear of the extra freight train at about 2:20 a. m. The distance from Main street to the point of collision is about 19 miles, so that the average speed of the train between the two points was about 46 miles per hour, including two stops which were made en route.

The motor on the rear of the freight train and the freight car ahead of it telescoped, while the vestibules of both passenger cars were crushed, Motorman Mack being killed at his post.

This part of the International Railway is a single track line, power being transmitted by an overhead trolley system. No block signals are used, trains being operated by train orders transmitted both by telegraph and telephone. Approaching the scene of the accident from the south the track is straight and the rear end of a train may be seen a distance of about 2 miles. The accident occurred within the yard limits of Lockport. Motormen on these cars are furnished with seats and are in a compartment separate from the passengers. The weather at the time was clear.

In his testimony Flagman Crogan of the freight train stated that the crew of his train had received a verbal order to look out for a special train leaving Buffalo at 1:30 a. m. When the siding at Lockport was reached he went back about 1,500 feet in order to protect his train. In the distance he saw flashes on the trolley wire which indicated that another train was approaching. This train was a long distance away and the headlight was not burning. He then ran back about 300 feet farther, swinging his red lantern. As it approached him, however, the train did not slow down, neither was any signal given. When the passenger train had nearly reached him he jumped from the track and threw his red lantern at the train, hitting the front vestibule of the first car. The motorman of the passenger train did not heed his signals or reduce

the speed of his train, and it collided with the rear of the freight train while running at full speed. Flagman Crogan further stated that the rules only require the use of torpedoes in foggy or stormy weather, or when the view is obscured, and as the weather was clear and the view unobstructed, he did not think it necessary to take any with him when going back to flag.

Motorman Parker of the freight train stated that he heard the brakeman remark that the special was coming in another minute. He then heard someone call out, and on looking saw the flagman jump from the track and also saw the special coming, at which time it was about at the point where the flagman jumped from the track.

Head Brakeman Kirkman of the freight train stated that while working at the siding he saw flashes on the wire toward Buffalo, indicating the approach of a train. He heard the flagman shout twice and just afterwards the passenger train hit the rear of the freight train. He thought the flagman was back quite a distance, judging by the sound of his voice.

Conductor Finn of the freight train stated that he told Flagman Crogan to look out for the extras that were following them. He saw the flagman get off and go back just before the freight train came to a stop at the siding. After that he did not see the flagman until after the collision. He was at about the middle of his train when he heard the flagman call twice. He judged from the sound of the flagman's voice that the latter was a long distance back. After the accident he ran to the rear of his train and saw the flagman about 400 feet away running in toward the point of collision. The rear car of his train was lighted and the two markers were burning.

Conductor Walk of the passenger train stated that at Paynes avenue his train stopped and he and the motorman found an order in the operator's booth directing them to look out for a freight train ahead. He knew nothing about the accident. Conductor Walk also stated that he was a member of the local aerie of Eagles, and had requested

and obtained permission from the superintendent to attend the smoker.

Conductor Herbert, in charge of the trailer on the passenger train, stated that he did not know how the accident occurred. He believed his train was running at full speed when it collided with the freight train. He stated that after reaching Buffalo and putting the train away he went to the smoker, accompanied by Conductor Walk and Motorman Mack, arriving there at about 9 o'clock and remaining until about 10 minutes of 12. He stated that while there all three drank some beer, at least two bottles apiece. On the way from the smoker to the car barn the motorman showed no signs of intoxication. All three employees were furnished tickets gratis for the purpose of attending the smoker.

Superintendent Cherry testified that a committee of the local aerie of Eagles had requested that Motorman Mack be placed in charge of the motor car on this trip, as he was a prospective member of the organization. This request was granted.

A chemical analysis of the stomach of Motorman Mack was made by Dr. A. P. Sy, of the University of Buffalo. This analysis showed the presence of alcohol, thus supporting the statements of Conductor Herbert that the motorman had been drinking.

On the evening of January 27 a test was conducted at the siding at Lockport, under conditions similar to those prevailing at the time of the accident. A motor car fully equipped with markers was placed at the point where the rear end of the freight train stood, and flagman Crogan took his station at the point where he claims he stood when he first saw the extra passenger train approaching, with instructions to flag as on the morning of the collision. Another motor car was then backed to the last point from which the markers of the standing car could be seen, about two miles distant, and run at the regular rate of speed until opposite flagman Crogan; the power was then shut off and the air brakes applied in emergency. The car was stopped in a distance of about 550

feet, or 360 feet from the standing car. The flagmen could be plainly seen for a distance of nearly three-fourths of a mile.

The extra passenger train consisted of two motor cars, while the test was made with one motor car, yet it is believed that Motorman Mack could have stopped his two-car train in time to avert the collision, even though he had not shut off the power and applied the brakes until his car reached the flagman.

Time-card rule No. 18 provides that when protecting their trains flagmen shall go back 1,200 feet. It will be noted that while flagman Crogan testified to going back 1,500 feet, and then running an additional 300 feet when he saw the approaching train, yet when the test was made he stood only 910 feet from the rear of the train he was supposed to be protecting. Under the favorable condition existing at the time of the accident, however, this distance was sufficient to enable an approaching train to be brought to a stop had the signals given by the flagman been obeyed.

Motorman Mack went on duty at 5:55 a. m., January 24, after a period of 10½ hours off duty, worked until 10:55 a. m., went on duty again at 1:10 p. m., worked until 4:50 p. m., went on duty at 7 p. m., and worked until 9 p. m. From 9 p. m. until 12 midnight he was at the smoker given by the Eagles; then he went on duty and remained on duty until 2:20 a. m., on January 25, when the accident occurred. He was employed on June 9, 1898; and on December 25, 1905, he was removed from main line service for one year on account of running orders; otherwise his record was good.

This accident was caused by Motorman Mack failing to see and obey stop signals given by flagman Crogan, who was back a distance sufficient to protect his train had his stop signals been observed and obeyed. Motorman Mack also failed to obey time-card rule No. 9, which provides in part as follows:

"All trains must reduce speed and be under full control in yard limits, expecting to find the main track occupied by other trains."

It is believed that Motorman Mack was either asleep or so incapacitated as to be unable properly to perform his duty. If he was asleep, the fact that he had been drinking, coupled with lack of opportunity for adequate rest, undoubtedly explains his condition.

While not strictly on duty when at the smoker, it is believed that Motorman Mack, together with Conductors Walk

and Herbert, violated the spirit of rule No. 5a, prohibiting "drinking intoxicating liquors of any kind while on duty." These employees knew that they were to return to duty within a short time, and it is believed that proper observance of the real intent of the rules of the company relative to drinking intoxicating liquors should have required that they refrain from indulging in them during the short period of time in which they were relieved from duty. Railroad service requires steady, efficient, and ever alert employees, with a full appreciation of their duties and responsibilities, held up to their work by proper methods of supervision and discipline, and it is bad practice for any person connected with the operation of a railroad to indulge in intoxicating liquors at any time, whether on duty or off duty, if the proper degree of safety and efficiency is to be maintained; in fact, many railroads, by their rules, prohibit the drinking of intoxicating liquors at any time, under penalty of dismissal.

The service performed by Motorman Mack was not a violation of the Hours of Service law, as he was not on duty more than 16 hours in the aggregate in the 24-hour period. In this particular case, Motorman Mack, on account of the short interval between trips, probably had had no sleep from the time he went on duty at 5:55 a. m., January 24, until about 2:20 a. m., January 25, or a period of 20 hours and 25 minutes. Such short intervals between trips as were enjoyed by Motorman Mack do not furnish opportunity for adequate rest, and employees working under such conditions can not be considered as having had the rest necessary to enable them to perform their duties in the best possible manner. To provide proper safety, interrupted service of this character, covering such a length of time as existed in this case, should not be required or permitted.

The rules of the International Railway do not require the use of torpedoes unless the view of an approaching train is obscured by fog, stormy weather, or in some other manner. Had the rules required their use under all conditions, and had they been obeyed, it is probable that if Motorman Mack was asleep the detonation of the torpedoes would have awakened him in time to enable him to bring his train to a stop and avert the collision. In the endeavor to secure the maximum degree of safety, the rules should require the use of torpedoes under all conditions.

Respectfully submitted,

H. W. BELNAP,
Chief Inspector of Safety Appliances.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

Dennie O'Brien.

BOISE, IDAHO, March 25, 1913.

EDITOR JOURNAL: The writer begs to submit the verses below for publication in the **LOCOMOTIVE ENGINEERS' MONTHLY JOURNAL**. Being an engineer's son-in-law, it occurred to me that the thought in them might be appreciated by engineers in general:

"When Dennie O'Brien goes out on his run
He has never a thought of glee;
That's not a time for jokes or fun,
For his mind is on you and on me.

He backs through the yards to the station so fine,
With a care that is good to see,
And a watchful eye for the slightest sign
Of danger to you and me.

With a signal he gets and ringing of bell,
The train pulls out at three,
With never a thought in our minds to tell
Of trouble for you and for me.

But there's trouble here, and there's trouble there,
Even though we cannot see;
But the man in the cab with watchful care
Is seeing for you and for me.

In safety and comfort we travel that road
With laughter and jokes, maybe;
But the man on the engine that's pulling the load
Is thinking of you and me."

"SAGEBRUSH."

(Sent in by E. L. Graves.)

Bro. P. Fennell, our bard, "Shandy Maguire," is unfortunately on the sick list, and unable to furnish his usual contribution to this department. We hope for his speedy recovery. **EDITOR.**

Insurance News—Indemnity Insurance.

EDITOR JOURNAL: Brothers, we wonder if you know that it is possible for you to protect those dependent on you to the

extent of \$6,500 with insurance in your own Association, in case you should be accidentally killed? In the last few months, we have paid to the widows of three of our Brothers who were accidentally killed, the above amount, and to a number of others \$5,000. Our Indemnity Insurance has cost a fraction less than 60 per cent of the charge made by old line companies for this class of protection, the first five years it has been in force, and is going to cost less; in fact, if all our members carrying accident insurance would patronize their own Association, the cost would, in a very short time, go below 50 per cent of the cost of what all of you are paying for accident insurance in any other company or association. The difference in the cost of our Accident or Indemnity Insurance and the old line companies would more than pay all of your dues and assessments to the Brotherhood every year, taking it for granted that you would carry the larger amounts.

Be both wise and just to yourself, and to those you are morally, religiously and politically obligated to protect, by taking out and carrying all the insurance you can in your own Association, and in doing so send the money you pay in premiums, into the homes of your own disabled and deceased members, instead of sending it where a large portion of it is used in paying commissions, large salaries and dividends.

AGE LIMIT EXTENDED FOR INDEMNITY INSURANCE.

Because of the protest of so many of our members who are over 60 years of age we have, through the able assistance of Brother F. R. McShane, Chairman of the Legislative Board of Ohio, succeeded in getting the laws governing Fraternal Insurance in Ohio amended so we can issue Indemnity Insurance to members up to 70 years of age.

ANNUITY BENEFITS.

The amendment to Section No. 1 of our insurance laws adopted at Harrisburg, Pa., makes it the privilege of any insured member to have his insurance payable to his beneficiary in any amount desired, either annually, semi-annually

or quarterly. However, to accomplish this the insured will have to make a request over his own signature, and send it in with his policy, through his Insurance Secretary, for any change desired. The same privilege is open to new members.

Fraternally, W. E. FUTCH, Pres.

Value of Membership in the Order.

MEMPHIS TENN., March 12, 1913.

EDITOR JOURNAL: There are perhaps in every Division a few members who retain their membership in a perfunctory sort of a way, feeling that it is worth very little to them except for the insurance, and that they are worth more to the organization than the organization is to them, and that they are doing their full duty if they pay their dues (perhaps a few days or weeks behind time), attending a meeting just often enough to keep from being expelled, and contributing a full share of criticism of those who are keeping the work going on.

For the benefit of those members who may be of this frame of mind, I here relate the story of an ex-member, whom I will call John Blank (which is not his name), as his case came under my personal notice, and therefore I know same to be true.

John Blank was for several years a member of my Division. He took great pride in the fact that he was exceedingly fortunate in keeping out of trouble on the road, and this good fortune seemed to obsess him with the idea that he was such a cracking good engineer that he did not need the organization or help from any source to hold his job.

When talking with the boys he loved to dwell on his record of having run so many years, in so and so many different localities, and never scratched a pilot. He was wont to make the assertion, "If it wasn't for seniority standing in my way I'd have the best passenger run on the road."

He was on the extra board, and during one particularly dull season the Brothers helped him out paying his house rent, etc., but when business picked up and work was good he did not seem to manage to get in good financial circumstances, but rather blamed seniority for

keeping him back and in financial straits. Finally he was dropped from the Division, if I remember correctly, for non-payment of dues.

He continued at work, feeling no doubt that he could get along very well without the organization, but suddenly he was dismissed for absenting himself from duty without permission and visiting an immoral place.

Ever since that time he has been drifting about over the country, running logging engines, etc., unable to secure a permanent job on a first-class road.

I understand he has an uncle in well-to-do circumstances, but who absolutely declines to assist him because he was expelled from the B. of L. E., but has told him that if he ever redeems himself with the engineers he will put him on his feet.

He became reduced to the most abject poverty, his wife and three children suffering privations of want.

Some few days ago he secured a position paying about \$60 per month, and we are watching to see what his conduct will be. He has had a bitter lesson, and I believe has come to the fullest realization of what he lost when he was cast out of the Brotherhood. If this is so, and he shows it by his future actions, a helping hand will be stretched forth to him, and the opportunity will be given him to redeem himself.

Fraternally yours,

E. VON BERGEN, Div. 22.

Shorter Work Day.

NORTH FOND DU LAC, WIS., March 19, 1912.

EDITOR JOURNAL: I notice in our March JOURNAL a subject has again been brought to our attention upon which I and a great many others are very much interested. It is the subject of a shorter working day.

Road enginemen should not be compelled to stay on an engine more than ten continuous hours, and switch enginemen more than eight continuous hours out of twenty-four. In switching service we are called upon to do more work now in eight hours than we formerly were in twelve; and we are obliged to work anywhere from ten to fifteen and one-half hours a day.

Brothers, some of us feel ourselves growing old before our time because of these conditions. We also feel ourselves becoming degenerates from the fact that when our day's work is done we are so nearly worn out that we are neither fit to entertain our friends in our own homes nor visit them in their homes. Consequently, we soon become "side-tracked" and without friends.

The overworking of men has even more farreaching and more disastrous results than these. It tends to lead men into lives of intemperance and immorality. If a man is not of strictly temperate habits, and gets thoroughly tired out, he feels the necessity of taking something for a bracer on his way home; and in doing this, he forms associates that eventually tend to ruin him morally.

Of course all men do not do this. But, Brothers, we do not want to have hardships brought into our ranks that will tend to lead to these dire results. If we were allowed to work eight continuous hours and have sixteen hours off, we could take some interest in the things around us—in our families, in pleasant recollections that would build up our health and add to our happiness, or in anything, in fact, that would be for the betterment of mankind in general. How much better off we would be even if we did not earn quite so much!

Then, too, I do not think the railroad companies would be losers by this change for the reason that the men would be in much better condition for work.

In regard to pay, my opinion is that we should receive fifty cents (50c) per hour, and time and a half for overtime. This latter is an important point, inasmuch as our overtime would not be cut down if this were not included. And that is the main feature that we stand for.

Now, my Brothers, let us keep this good thought in motion until it bears fruit.

A MEMBER OF DIV. 185.

The Eight-hour Day.

MILWAUKEE, WIS., April 9, 1913.

EDITOR JOURNAL: There has been considerable written in the JOURNAL and I presume the subject was well thrashed

out at the Harrisburg Convention, but I want to suggest eight hours for work, eight hours for duties to God and our fellowman, eight hours for recreation and sleep.

Eight hours is all any civilized man should work for the good of his health, the enlightenment of his mind and his moral well-being.

Every man, no matter what his vocation may be, owes a duty to society in general which he cannot properly fulfill without having time to give it proper thought, and if compelled to spend from 10 to 12 hours in the daily routine of business he has neither time nor energy to devote to other duties, the import of which he cannot conceive, often owing to his lack of inclination.

One often hears men say:

"I would like to go to hear Mr. — lecture on So and So. I know it would do me a great deal of good, but I am too tired and 5 o'clock comes pretty early."

Why does he feel that way? Is it because 5 o'clock comes any sooner on that particular morning than on any other? No! It is because he has not sufficient time nor energy to properly prepare himself for the occasion; and despite the fact that his wife and daughter, or son, or both, have been looking forward to this particularly enjoyable evening with him in society, he is willing to sacrifice his own and their pleasure, and neglect his duty to himself, his wife and family and society in general.

Now, why does this man neglect this important duty? First, because he has not conceived the import of his duty to his fellowman. Secondly, through lack of that knowledge he is selfish and considers only himself. Thirdly, had he worked only eight hours he would have been looking forward from time to time to many enjoyable evenings with his family in the society of his fellowmen, and through his social education enlighten his mind and strengthen his moral well-being.

No man has a right to deny himself the pleasures of an elevated social intercourse. In doing so he deadens and in time stamps out the spark of any lofty ideals that may have been partially de-

veloped in him during the earlier years of his life. He becomes narrow in his conception of the higher ideals of life, bitter toward society which, in his opinion, consists only of those in the very exclusive social set. He simply lacks education and refinement.

It is my opinion that men will not realize the import of the eight-hour day until they are enabled to see their duty toward society through moral and social education.

The great danger lies simply in the fact that today most men are striving and slaving to reach that goal where the *almighty dollar* reigns supreme, and in that one effort are blinded by its brilliancy; consequently, cannot see their whole duty to their fellowmen.

Fraternally yours,

W. H. KAY, Div. 66.

Correction.

ELKHART, IND., April 9, 1913.

EDITOR JOURNAL: In the April JOURNAL, Correspondence Department, the name of Bro. E. L. Haff is given as Hoff. Will you kindly put a note in the May JOURNAL correcting this mistake?

Fraternally,

J. W. READING.

Missouri Pacific System Hospital.

The Missouri Pacific-Iron Mountain has completed the formal transfer of its hospital funds and property to its employees and officials, who have contributed small sums out of their salaries each month toward the support of the hospital service. The cash turned over to the men by the company amounts to nearly \$200,000, the exact sum being \$193,767.73. In addition, the railroad transferred to the men all its hospital real estate and the furnishings and equipment of the buildings, including the large hospital building in St. Louis and surrounding grounds, 300 by 274.64 feet. The value of cash, real estate and furnishings all told approximates a quarter of a million dollars, after allowing for depreciation in the value of the St. Louis building, erected a number of years ago.

The Missouri Pacific-Iron Mountain

started its hospital service about 30 years ago, and the cash and property now on hand have been accumulated in that time by careful and judicious handling. Probably 90 per cent of the holdings are the result of small contributions received monthly out of wages of employees now either dead or out of the company's service. It being an impossibility to return the property and cash to the original contributors, the claim was raised that the railroad was entitled to retain them, as the surplus was due to its careful management; and that the present employees had no right to the funds. President B. F. Bush, however, took the stand that the money was paid in for hospital purposes and that the entire fund, real estate, buildings and all other property should be turned over to the present employees for such purposes. Through his efforts, a resolution authorizing this disposition was passed at a meeting of the board of directors in New York, and the transfer was completed at the first meeting of the recently elected employees' Board of Hospital Service Managers just held.—*Publicity Department Missouri Pacific.*

Bro. J. W. Rosencrans, Div. 419.

BROOKLYN, N. Y.

EDITOR JOURNAL: Brother John W. Rosencrans, whose picture accompanies this sketch, was born in Pike county, Pa., Feb. 18, 1843. When the war broke out in 1861 he enlisted in the 7th New Jersey Volunteers. Upon his return from the war he commenced his long railroad career with the Erie in the capacity of fireman in 1864, running between Port Jervis and Jersey City. In the year 1866 he was promoted to a passenger run on engine No. 313, a wood burner, with Newton Sarvant at the throttle. In this year a roll of honor was started and a controversy arose between the old engineers as to who was the longest in service. The names of a few of the men who had ran over fifteen years are still fresh in the memory of Brother Rosencrans, and are Newton Sarvant, Edward Kent, Savan Meritt, Dan Winfield, Oliver Ennis and David Wilson, who is the only survivor.



BRO. J. W. ROSENCRANS, DIV. 419.

Brother Rosencrans states at that time he thought fifteen years was a long time for a man to run an engine. He was promoted to engineer in the year 1868 and in 1869 joined Div. 54 of Port Jervis, N. Y. He ran a freight train until it was his turn for a passenger train, and was promoted to a passenger engineer and ran the Mountain express and other passenger trains. In the year 1888, after a service of twenty-four years with the Erie he resigned to take a position on the Kings County Elevated Railroad, Brooklyn, New York, as engineer.

In 1889 he was transferred to Div. 419, Brooklyn, N. Y., where he is still a member, and has served two terms as Chief of Division. He ran a locomotive on the Kings County Elevated Road until the engines were replaced by electric motors. He ran a motor train for two years, but missed the throttle and resigned in 1908, to take a position in the Brooklyn Navy Yard, where he is at present employed running a locomotive for Uncle Sam, and at the age of 70 years is still at the throttle.

Brother Rosencrans continues to take a very active interest in the affairs of the Division, and is at most every meet-

ing that he can get to, and Mrs. Rosencrans is also an active member of Div. 244, G. I. A., being a charter member, and never misses a meeting.

Brother Rosencrans is blessed with two sons and one daughter, and six grandchildren.

He feels so proud of having been granted a badge of honor from the Grand Office that he felt as though he must show his appreciation in some way; so, after the Division closed its regular meeting Saturday, March 22, he furnished a liberal supply of refreshments and had quite a "blowout," to the entire satisfaction and pleasure of the members present, and all had a right royal, good, social time. The only regret was that there were not more present, and there certainly would have been if they only knew what Brother John was up to, but everyone of the absent ones, as well as those present, congratulate our Brother, as he is held in very high esteem by the entire membership,

Come again, Brother John.

Div. 419.

Bro. C. C. Owen, Div. 547.

ETOWAH, TENN., March 26, 1913.

EDITOR JOURNAL: Brother C. C. Owen is 73 years old, being born in the year 1840. He began his railroading in 1858, at the age of 18 years, being employed by the Cleveland & Mahoning Railroad on a work train for that company, after which he worked in the shops and as hostler until the year 1860. In the year 1861 he ran extra on the road, and in that year he joined the United States Army, and there served three years in the First Ohio Regiment of the Light Artillery, Company D. At the end of three years' service he returned to railroading, which was about November, 1864. A short time after returning to the road he fired and worked in the railroad shops, and ran a switch engine for some time. He then went on the road and joined Div. 31, in the year 1865. He stayed in this Division until the year 1870; leaving this Division the same year he went to Selma, Ala., to the S. R. & V. D. R. R., and moved his



BRO. C. C. OWEN, DIV. 547.

membership to Div. 26. While he was a member of Div. 26 the same was disorganized, and out of the remnants a new Division was organized—Div. 223. After remaining there for some time, he next moved his membership to Div. 198. When the E. T. V. & G. R. R. Co. bought out the road he then removed his membership to Div. 239 and remained there for several years. On leaving there his membership was transferred to Div. 368, where he holds his membership at present.

He was on the A. V. & G. W. R. R. six years, on the S. R. & V. D. and E. T. V. & G. 26 years, on the C. R. & C. three years, and some few years on a marble road. During his service in the war of 1861 he was detailed with the Army of the Cumberland and attached to the 23rd Army Corps, which from reports had a very strenuous time of it, which he has recounted with much interest. Although Brother Owen has had some 40 years in railway service, he has been fortunate in that he has met with but few accidents of a serious consequence. In summarizing the life of Brother Owen, he has been a life-

long Brotherhood man, a great worker for its cause and principles, and he has met all its duties with unfaltering trust. As evidence of reward for the righteous he wears an honorary badge of the G. I. D., in which he finds solid comfort in the merits of its cause. Being acquainted with Brother Owen for the past 18 years, doing my first firing for him, belonging to the same Division with him during this time, if his relations are the same as mine, we have many reasons for mutual congratulations.

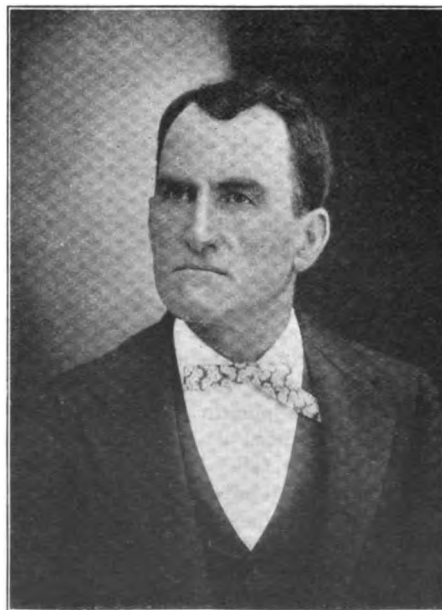
I therefore join in with the many in wishing him many pleasant, happy years.

Yours fraternally,
J. P. BENSON, Div. 547.

Bro. L. J. Baldwin, Div. 409.

EDITOR JOURNAL: Bro. L. J. Baldwin (Uncle Joe) was retired from the service of the Central of Georgia Railroad on March 13, 1913, after a service of 50 years, lacking one month, as he began his service as fireman on the M. & G. branch April 11, 1863. Promoted to engineer July, 1866, and ran one year, when he went into the shops three and a half years.

He began running again in August,



BRO. L. J. BALDWIN, DIV. 409.

1869, was R. F. of E. in 1890-92. He was a charter member of McClintock Div. 409, B. of L. E. His first engine was a V-hook motion with two pumps; boiler-head had only throttle, gauge cocks and a spring steam gauge worked by lever through cab to pop valve on dome. Says he would hang his hat over gauge and screw down on lever when he needed more steam. Lived to see the Mikado superheaters of the present service, and says he is 68 years young.

GEO. H. SMITH, Div. 409.

My Experience as a Boss.

BY J. W. READING.

(Continued from April JOURNAL.)

The winter of 1902 and 1903 left its imprint upon my recollection. It is stamped so deep that it will never be lost until the time my "think tank" springs a leak and the hole gets so large that my reason and recollection go at one and the same time.

When the spring of 1903 brought back the robins and bluebirds nature seemed to smile upon almost everybody in our "neck of the woods" except the superintendent of the Lumber Line. We had reduced our available supplies to such an extent that to make repairs on locomotive and cars we must necessarily borrow from equipment damaged and out of service.

When we wanted a pair of wheels we would have to look up a wreck. We borrowed from engines undergoing repairs to keep other engines moving, and then waited for the company to get money enough to restore purloined parts.

I would ask for new wheels, axles, driving-springs, engine trucks, etc., and would get the cheering answer in return that the directors had directed that the road must stand or fall on its earnings, and that old "punkin vine" had been falling ever since. It was a kind of a moon to earth fall. It had been dropping steadily but surely, and the general outlook at that time was that it would hit something very soon, and the result would be its extinction.

I worried through the summer of 1903, hoping that the lumber barons would be

able to sell the line to the G. R. & I., and they could have disposed of it to that company had the president and biggest stockholder been a practical business man.

The officials of the G. R. & I. made two inspection trips over the road. The last time McCrea, the vice-president of the Pennsylvania Lines, was with them. On this latter occasion I had my first and last permit to "hob-nob" with one of the nobility in railway officialdom.

McCrea struck me as being a man of few words; in fact, on this particular occasion he sat in an easy-chair and slept two-thirds of the way over the road. I am quite sure that nothing the Lumber Line could have shown at that time would have created enough interest to have caused him "to sit up and take notice."

Our president wanted back all the money that had been expended on track and equipment. The G. R. & I. offered what the whole layout was worth as wreckage. The president wanted about \$700,000. The G. R. & I. would have given \$300,000.

The directors of the Lumber Line afterwards disposed of the road and equipment for less money than the G. R. & I. would have paid, and the opinion is general that the new company has been trying to give it away ever since.

The story of how I schemed and planned to keep things moving during the summer and fall of 1903 would be too long to tell in these columns. As another winter was coming and expenses were exceeding the earnings, I longed more than ever to unload my honors.

In an effort to get off the job I wrote to various corporations and friends. I had hopes that I had a political pull strong enough to get a government position as inspector of railway equipment, and wrote to the secretary of the Interstate Commerce Commission for an application blank, and got it; "only this, and nothing more." A glance at the age limit was enough. I could have won out in two or three places, were it not for the fact that my age was against me.

The Pennsylvania Lines had issued

instructions that no men, for any department, over 35 years of age should be employed. Other lines made the limit 40 years, and a few 45 years. Inasmuch as I was in my 55th year as the winter of 1903 approached, I could build no air-castles upon a foundation of hope. I wanted to get out, but that same old fear of being out of work and being unable to land something was always with me. Now as I think of those old days of grief I feel as if I ought to get out in an alley somewhere and have some one kick a few holes in my trousers for being fool enough to harbor so much stupidity.

The end came, thanks to kind fortune, on the last day of November of the year last named. On this particular day I was having my griefs with a couple of engines, that for some reason or another would not make steam enough to create a fog.

Dropping into my office about 10:30 p. m., I found a letter from the T. M. advising that at a meeting of the board of directors held that day it was decided that there must be a radical reduction in salaries paid to officials; that the pay of the whole office force must be reduced.

I called my superior by phone and asked if his pay had been reduced. When he answered in the affirmative I asked again if he was going to stand it, and when he said that he would be obliged to remain until he could get something else, I told him I would see the company in Hades (only that isn't the word I used) before I would work one day at the reduced pay.

When I asked him when this reduction took place he said:

"Tomorrow morning."

I said, "You can put a man on my job tomorrow at 7 a. m."

He said, "I am sure the company will continue your salary until we can find a man to take your place, and you are really under obligations to give them a few days' notice before quitting."

I said, "I don't consider myself under obligations to anything or anybody connected with this rotten layout, and while I may need a job d—d bad before I get one I would rather beg for my 'grub' than

to put in another hour for this company at any price."

I was not nearly so much surprised at having my pay cut as the men who worked with and under me were when they found out that I was leaving on such short notice.

Inasmuch as I had treated these men as I should have liked to have been treated, they very naturally, of course, feared for their own future. Before getting all my effects away from the headquarters of the Lumber Line these old employees got up a farewell reception and presented me with a watch-chain and charm.

The shop and train employees neglecting to invite the trackmen to join with them in getting the present, the latter shortly afterwards gave me a Morris chair.

It was then, as is now, a pleasure to know that I had the respect of those men, nearly all of whom worked under me the entire time that I was in charge of the road.

The position that I vacated was offered to our oldest conductor and it was accepted. This conductor was a good trainman; otherwise he was deficient in that general knowledge of mechanics that would make his services most valuable in engine, car and other repair work. While he was willing to take the job at the reduced wage, the company was a big loser in the end. It was not long after he took charge when they had a serious wreck. The engine of a west-bound train of logs broke an eccentric strap, knocking a hole in front boiler-sheet. They were four miles from a telegraph station; the snow was deep and weather extremely cold. The conductor "hiked" to the telegraph office and got the operator out. Fortunately for this occasion, the office was located at the crossing of the Pere Marquette.

There being no one in the Lumber Line terminal offices, a message was sent in a roundabout way to the dispatchers office of another road running into the Lumber Line's terminal, and this dispatcher raised the new superintendent by 'phone, who in turn got the night roundhouse man by 'phone and instructed that a locomotive

be sent out to bring in the dead engine and train.

The engine crew headed their engine east and when they got to the telegraph station where conductor was waiting, he wanted to know why they did not back out from terminal, as it would not be possible to couple engines together head on. They fixed that up, however, by taking a car from the siding that was loaded with logs, ahead of them.

The brakemen and engine crew of stalled train were comfortably reposing in way car, no light of any kind out. The snow blowing from logs obscured the vision of crew on extra engine and they found the dead engine with her train all right, all right. They had logs in the smoke-boxes of both engines, and what was left of the tank of the dead engine was hardly worth picking up.

This wreck came soon after my leaving and cost the directors more than they saved on my salary for the following five years.

Had I still been in the employ of the company I would have taken the message from the conductor direct. Not only that, but I would have been on the ground to see that engine was backed to wreck; and it is altogether possible that I would have gone out with them, as it was my custom to get out on these occasions. Had I gone with them that engine would have been moving so slowly that the damage would have been light, even had they come together. I had been in the business long enough to expect just what happened. I had learned to doubt intentions, as well as ability; had learned that the best way to be safe was to take no chances on the other man.

As heretofore mentioned, I had the water service with hose reels, and so forth, so arranged that we were in a very good condition to fight a fire should one break out in some roundhouse or shop. My instructions were very rigid about keeping this fire apparatus in place and condition for quick service. In less than one year after I left that company's service the roundhouse went up in smoke. Two locomotives were in the house at the time, one of which the company rebuilt. The other, a splendid Baldwin mogul, and the one that caused me something of a shock when asked to put a new cylinder on her, still stands on a siding. There was nothing left, only what would not burn; and what was left is a rust-covered monument of greatness long since departed.

The roof of the shops has rotted away, the machinery in which I took so much pride is a victim of the elements.

They are still trying to dig business enough out of the Lumber Line to keep two locomotives in service. Working

now under a receiver, the present company still has hopes that some of the connecting lines will take the burden at their own figures.

This poor old wreck was built to get the pine from woods to mill. Forty miles out from the home terminal there one time stood a solid forest of as fine pine and hemlock as could have been found anywhere in Michigan, or in the world, for that matter.

This 40 miles is now what is termed pine barrens. The soil is of light sand and so poor that it could not raise a disturbance.

There have not been ten new families in ten years who have settled along the track through this deserted country. Were it not for 30 miles of track comprising the east end, which reaches some hardwood timber and fairly good land, this poor old relic of a railroad would not earn money enough to pay the superintendent's salary.

I possessed a great ambition and a fair amount of mechanical ability when I was shot into the air from the right side of a locomotive. The going up was pleasant, but the coming down was tedious. I expected to land in clover, but struck a dung heap. It shattered my ambition and caused a rent in my makeup, through which my ability has slowly seeped away.

This is the conclusion of a story of how a "plug-puller" had greatness thrust upon him.

Railroad Men's Home.

HIGHLAND PARK, ILL., April 1, 1913.

EDITOR JOURNAL: The following contributions were received at the Home during the month of March, 1913:

SUMMARY.

Grand Division, G. I. A. to B. of L. E.	\$1112 55
Grand Division, B. of L. E.	75 00
Grand Division O. R. C.	298 95
B. of R. T. Lodges	104 50
O. R. C. Divisions	51 00
L. A. to O. R. C. Divisions	18 00
L. S. to B. of L. F. & E. Lodges	2 30
From Div. 281, L. A. to O. R. C. for the purpose of buying bed linen	5 00
James Costello, Div. 270, O. R. C.	1 00
Alfred S. Lunt, Div. 456, B. of R. T.	1 00
J. F. Clark, Div. 441, O. R. C.	1 00
C. S. McKay, Div. 119, B. of L. E.	1 00
R. L. Lewis, Div. 676, B. of R. T.	2 00
Total	\$1673 30

MISCELLANEOUS.

Quilt from the Pleasant Hour Club of Lodge 32, L. S. to B. of L. F. & E., Kansas City, Mo.

Through an error, a quilt sent to the Home by Bro. S. Steinmetz, of Div. 246, B. of L. E., in memory of his deceased wife, who was a member of Div. 174, G. I. A., was credited to that Division instead of Brother Steinmetz, in the March JOURNAL.

Respectfully submitted,

JOHN O'KEEFE, Sec.-Treas. & Mgr.,

Railroad Men's Home.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 227 18th avenue, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 1509 Morse avenue North Side, Chicago, Ill.

A Chorus for May.

Sunshine is over the plain,
 Listen to nature's grand chorus;
 Voice answers voice again,
 And the spirit of music steals o'er us.
 Listen! the warbling that rises
 High in the o'erarching trees,
 The deep wood are full of surprises,
 As softly the leaves kiss the breeze.

Robin and blackbird and thrush
 Keep time to the tune of the river,
 That flows amidst pebbles and rush,
 And murmurs and ripples forever.
 Oh, clear is the trill of its measure,
 As it wanders through many a nook,
 As it dimples and ripples with pleasure
 And loses itself in the brook.

Listen! the low, mystic sigh
 That tells in the pine-trees of sadness,
 That steals like a requiem by,
 A minor key struck in the gladness;
 Through aisles that are sombre and solemn,
 That even at noontide are gray.
 Each tree a cathedral-like column,
 Whose boughs sigh and whisper for aye.

The grass waves its low monotone,
 The insect hums loud as it flashes,
 The waterfowl murmurs alone
 As adown in the brooklet it splashes.
 And children that gather the daisies
 Chime in with their joy and their play—
 All nature resoundeth with praises;
 Oh, is there not music in May?

A. M. POLLARD.

The Merry Month of May.

All through the showery and uncertain weather of April we have comforted ourselves with the thought, that "April showers bring May flowers." May is indeed a flowery month. She comes in like a spendthrift lavishing flowers on every hand.

It is the month of buttercups and daisies, the humble little flowers that carpet the ground. By the end of May most of the trees will have donned their new attire, and it is very beautiful. In summer the foliage is darker; in May it is a delicate spring green, delightful to the eye. May 1 was at one time considered the maddest, merriest day of all the glad new year. It is one of the oldest as well as one of the most picturesque festivals of which we have any record.

It was 250 years before Christ that a wealthy and gay woman named Flora died and left all her fortune to the people of Rome, that they might each year celebrate her memory by singing, dancing, feasting and have a merrymaking generally. The bequest was carried out the first of May, and the sports indulged in were called May games. In the course of years the Roman Senate exalted the pleasure-loving Flora to a place among their many deities, and she was worshiped as the "goddess of flowers," by which title her name has come down to modern times.

As Christianity drove out the ancient heathen mythology this festival naturally ceased in Rome, but up to the last century May was peculiarly marked in Italy by outdoor sports and pastimes, while travelers were often charmed at meeting pretty, picturesquely attired girls dancing on country roads and chanting an old song, in which they wished the listener all sorts of delightful things.

On the whole, the May-time of the past was a happy, wholesome season,

bringing enjoyment to old and young and what is more beautiful than to see the children of today clad in white, with wreaths of flowers dancing around the Maypole. This is the manner in which so many schools celebrate, and we all love to go and look on. This beautiful month of flowers is not without its dangers, and this reminds me of an old couplet which I will repeat for the benefit of young boy readers who live near a tempting stream, and who, when the first warm days come, long to "go in for a swim." It is:

"They who bathe in May
Will soon be laid in clay,
They who bathe in June
Will sing a merry tune."

M. E. CASSELL.

Ambition.

"My son Peter is very ambitious," remarked Mr. Saunders, in the village grocery store.

"Is he, indeed?" said the grocer. "I'm glad to hear of it. Wants to be a lawyer or a doctor, I suppose?"

"Not at all."

"You don't mean to say he wants to be a professor!"

"No," replied Mr. Saunders, quietly; "his ambition is to be the best carpenter in the county."

Thereupon the grocer and all the store loungers burst into a laugh.

Ambition to be a good carpenter. Ha! ha!

Yet Mr. Saunders and his son were right, and the laughers were wrong.

Ambition is a much misused word. When a boy aspires to achieve wealth and fame in what are known as the higher walks of life—such as the law, medicine or the fine arts—he is said to be ambitious, and his parents are congratulated. Perhaps he does not succeed, as, in fact, only a small percentage do succeed, and then he is commiserated over his failure; but he still looks down on the one who is engaged in mechanical labor. Ambition to succeed in any branch is none the less ambition.

The one who strives to excel as a shoemaker, to make the very best pair of shoes that can be made, is ambitious. So

with the man of any chosen work, even the man who digs a ditch.

The fireman who has the ambition to learn to be the very best fireman on the road is the one who will make the best engineer when his time comes, and every good, reliable engineer has left a record behind him of having been a good, conscientious fireman, and that fact paved the way for the higher position to which he aspired. No ambitious fireman will ever be content to always remain a fireman, and so it is in every vocation. There is always an opening sometime, for the one who does his very best and is not content to simply drift along. Achievement comes through striving.

The desire to reach by fair and honest means the highest position that is attainable in one's occupation is ambition of the purest kind. It helps to raise one step by step until the fullest ambition is satisfied.

How One Division Filled the Treasury.

We hear about the Brotherhoods
And all that they can do,
But if you wish to make rags pay
Here is a "tip" for you.
Long Island women seeking "dough"
Did push a great game through.
Two pounds of rags made money for
Good old 272.

When cash got shy, each rag-bag was
Dug into good and deep.
And member stitched the hours away
While men folks were asleep.
A handsome carpet in their hands
Like magic quickly grew.
Now there is cash galore on hand
For old 272.

We prayed and dreamed for some kind way
To bring us heaps of dimes,
So that we could most fearlessly meet
The hardest kind of times.
Then Sister Staples up and said,
Here is what we can do.
We'll sew our rags and sell them then
For our 272.

That gallant cry from Oyster Bay
Got each one busy then,
They gathered up the worn-out duds
Of all the railroad men.
And nimble fingers on the task
Brought out a carpet new;
That's how the treasury was filled
Of our 272.

— MRS. P. TAIT, L. I. Div. 272.

The Lure of the Bargain Counter.

BY LOLA D. WANGNER.

Do women realize what the bargain counters cost them? If they did, bargain

sales would cease and there would be a vast saving in money and strength and nerves. It is almost a mania, this bargain hunting, as pernicious in its effects mentally and financially as gambling. Could the sum total of what women spend on foolish, needless things under the excitement of a bargain sale ever be computed, it would be found to run into millions of dollars every month. And it would certainly explain one of the reasons of the high cost of living. It is not only money that is wasted, but time, strength and temper—things that mean more than money to the housekeeper of small income and much work to do.

I have seen women clustered around a table filled with mussed shirtwaists or undergarments marked down to ninety-eight cents, acting as if the salvation of their very households depended on their grabbing one of these ninety-eight-cent garments and making it their own! I have seen them snatch clothing from one another's hands and glare at each other like wild creatures. When they reached home, they then realized what they had captured in this wild scrimmage, the cheap material, the cheaper lace and the poor finish of the garment that made it an expensive article. They had *wasted* money, not saved it.

Recently in a large department store I saw a mob surging about a table loaded with stockings, placarded—"Genuine Silk at 39 Cents." As I watched I saw one woman make spikes of her elbows and jab them into the crowd, first on one side, then the other, until she fought her way to the table. In her pushing she knocked off one woman's hat, and the dangling hatpins made a deep scratch down their owner's face, just missing her eyes. And this was not in a store frequented by poor or uneducated women. True, these stockings were genuine silk, but so thin that those who tore and fought to possess them could not wear them once without their toes poking through them. Did these women save any money?

This foolish and thoughtless buying, this chase after the penny saved at the expense of the many wasted, is a phase of modern life that every shopkeeper

plays upon. If women did not buy cheap silk stockings, they would not be offered for sale. Of that you may be sure. The demand for cheap materials causes the supply. It is because women *will* buy hurriedly and buy anything that is "marked down" that these cheap goods can be thrust upon them.

We are the spenders, we women, for our homes and families. There is no side of domestic management more important than how we spend our household money. The power we women hold in our hands is sensed by very few. Our demand regulates the supply; we influence the markets of the world. Let women demand their money's worth and they will get it. Demand pure food, full weights, all wool when they pay for all wool, and the demand will produce the supply. But waste money on inferior goods, and these goods will be constantly offered you.

Many women feel that they are economical if they do without. That is not true. "Economy is not going without; it is the knowing how to secure the best results from a given outlay." It is the intelligent expenditure of your money that is real economy.

A woman of very limited means recently went to the city with \$15 to spend on a few summer clothes. She needed many things. But so eager was she for pretty things that she could not resist a silk dress at \$13.50. Too late she realized her mistake. The dress was so extreme that, once worn, it was observed by everyone in her small community. But it had to be her one best dress for every occasion.

Four dollars would have bought material for a dainty batiste dress; two dollars and fifty cents would have bought cloth for two dainty waists, and material for a wool skirt or a long coat for summer wear could have been purchased with the remainder. She was not economical for she did not buy intelligently.

In the city of B— is a professional woman who read of a bargain sale of wall paper. She wished to have one room papered and so attended this fire sale. She saw costly papers at six cents a roll. She required but ten rolls; but these bargains must not be passed by.

"Wall paper can always be used," she argued. She had gone to the sale to save a few cents. She spent twenty dollars! The paper has long since gone out of fashion; but she still has it on hand. Did she save?

I recently visited a woman who has this bargain mania in its worst form. She proudly displayed some of her bargains—whole bolts of organdy purchased years ago and all out of date. There were bolts of ribbon, feathers and shoes and hats of a bygone day and shape. Her husband's income is about \$4,000 a year. She keeps servants and lives well. Yet it is a constant wonder to her why they are always in debt. Her "storehouse" holds the answer.

And the women who buy food at bargains are legion! Can there be bargains in *cheap* foods? Standard firms have standard prices, and it is far cheaper to buy a can of peas with a reliable packer's name on it, than to purchase a can for less money that bears an unknown trademark. When you buy the cheaper peas, how often do you find them spoiled or partially so? When you buy cereals carefully packed in cartons, you *know* their contents are clean. Do you feel so sure when you buy them in bulk at a cheaper store and price? Do you prefer to purchase crackers from an open barrel because they are cheaper, only to find them musty or dirty? Do you spend your money more wisely so, than in purchasing a box put up by a careful firm? Do you save money buying at the cheap, dirty grocery or by buying first-class goods at a sanitary store? Is it cheaper to buy berries from the huckster at two quarts for 25 cents, to find short measure and half-spoiled fruit, or to buy from a reliable market at 15 cents a box?

The answer to these and countless similar questions each housekeeper has to face and solve. You want to save money, but you must learn that a low price is not the only thing to be considered. You must learn to *get your money's worth*. And the smaller the income, the more necessary is this lesson. Learn to make a dollar bill bring you in one full dollar's worth of commodities. The problem of the high cost of living will not

have such a terror for you then, and the bargain counters will cease to allure. Actual bargains may be found at the end of each season. In the late spring winter garments and materials are greatly reduced, as are summer goods at the end of their season. It is always wise to buy *necessities* ahead of time.—*Pictorial Review*.

Report of Membership for Quarter Ending April 1, 1913.

Number of members in good standing on	
January 1, 1913.....	21,717
Number of members admitted during first quarter to April 1, 1913.....	664
Number of members forfeited by withdrawal, suspension and death.....	85
Actual increase in membership for quarter ending April 1, 1913.....	579
Total membership on April 1, 1913.....	22,296

DEAR SISTERS: I have made my report of membership for the first quarter according to the information furnished me. No doubt there have been many more admissions to membership during this quarter, of whom I have not been notified, but owing to the closing of books to April 1, 1913, to get my annual financial reports ready for the meeting of the Executive Council, to be held in Chicago on April 9, I could not delay making the report of membership to hear from those who are slow to respond with the requirements of the Grand Division, and as a consequence my report may not be entirely correct, but is the best I can do under the circumstances. The Sisters all know that no correct reports can be made without their co-operation.

I am glad to note the Divisions are gaining in membership with very few exceptions, and hope the same interest may continue until our list of members will have reached the 25,000 mark by the next general session.

Six charters have been issued during this quarter, all of which have been organized and have given us a substantial increase in membership.

And right here, I want to thank the Grand Officers and Sisters who did the work of organizing so promptly and efficiently. We are certainly proud of the interest taken by these Sisters, who never fail to respond when calls are made upon them. We appreciate all they have

done for us in the past, and know that in the future they will still be found ready and willing to give their services for the good of the Order.

I want to say a word in regard to our Silver Anniversary Fund, to which the Sisters have so nobly responded, both with money and pledges, which they will redeem before the first triennial session, to be held in 1915; and hope at that time I shall be able to report the \$20,000, our Grand President so much desires, to the credit of this fund. This, as has been stated, is not a compulsory affair, no assessments are levied, and nothing is asked but a free-will offering, which will eventually be returned to the homes of our needy Sisters for the benefit of their helpless orphan children; for this reason, we hope every Sister will put her shoulder to the wheel and give a boost in the right direction.

Sisters, study over the matter carefully, and do not allow yourselves to be prejudiced by those who are perhaps by nature unable to comprehend the great work we have undertaken. They are not to blame perhaps, for their misconception of the objects for which this fund will be used. We hope to have the support of those who are broader minded, and certainly more charitable toward people in their own class.

Now, dear Sisters, if we cannot all be boosters, let us at least not be knockers.

When we are not going forward, we are necessarily drifting backward. This is not in keeping with the interests of the Order, whose watchword should be, "Onward and upward, until we reach the summit of our possibilities." The 25 years of our existence has been a great educator; has brought us greater knowledge of our capability; and greater fields for the extension of our usefulness, which is really all there is in life. When we ignore our opportunities to aid those in need, we are condemning our old age to gloomy retrospection and vain regrets, for the things we have left undone.

If we seek to do only that which is good and as our best judgment shall direct we may, in our latter days, be able to lift our heads and gaze with fearlessness into the vast beyond and receive the

welcome consolation of a hope eternal.

Leaving these thoughts with you for your loving consideration, I am,

Yours, with best wishes for your future success and happiness,

MRS. HARRY ST. CLAIR, Grand Sec.

Reports from Members in Flood and Cyclone Districts.

The Executive Council was in session at Chicago, April 9, 1913. The subject of the flood sufferers of our Order was considered. Replies to inquiries from the Grand President from the flooded districts inform us that though many had suffered extensive losses they all felt capable of taking care of their own. No loss of life has been reported.

The sufferers from the cyclone in Omaha report likewise.

The council extends sympathy to all sufferers from flood and cyclone and feel that we have much to be thankful for, inasmuch as there has been no loss of life in our Divisions. A few localities have not been heard from at this writing, but we are hoping for a like report from them.

Personally, I wish to thank those Divisions and members who have been so solicitous for our safety as shown by the many letters received at this office.

MARY E. CASSELL.

New Divisions.

DIVISION 535, GARY, IND.

On Feb. 21, a new Division was organized at Gary, Ind., numbered 535. Mrs. E. E. Merrill of Div. 236, assisted by Mrs. Stettler of Div. 96, and Mrs. Miller of Div. 1 did the work of organizing. Seventeen charter members were obligated and officers installed. We have decided to hold the charter open for sixty days to give others a chance to become charter members.

Brothers of Div. 520 paid for the charter, and Sisters Pierce and Conlong of Div. 165 presented us with regalia baskets, while Sisters Larsen and Hastered of Div. 246 donated another basket to be used in the penny drill. Our newly elected President made an altar piece, and Sister Sawyer, one of our own mem-

bers, supplied us with a Bible. All of these gifts were much appreciated.

At 6 p. m. the doors were thrown open to the Brothers, and supper was served to 75 guests. The evening was spent in dancing and having a social good time. At our next meeting Sister Stettler instructed us and two more members were taken in. We feel that Div. 535 has been given a good start, and we hope to make it one of the best.

SEC.

DIV. 537, PUNKSUTAWNEY, PA.

St. Valentine Div. 537, Punxsutawney, Pa., was organized on March 19, by Mrs. C. E. Miller, Assistant Grand Vice-President, assisted by Mrs. E. E. Westfall, Mrs. Geo. Collins and Mrs. J. Perry, all of Rochester. The new organization starts off with thirty charter members, all living in our city.

The meeting was called to order at 9:30 a. m., when Sister Miller instructed the new Division, and gave a very interesting talk about the Order and the need of Insurance.

At noon adjournment was taken for lunch, to meet again at 1:45 p. m. In the afternoon the floor work was done by fifteen Sisters from the Du Bois Division. This was greatly appreciated.

At 6 o'clock dinner was served, and the Du Bois Sisters left in the evening for home. The Rochester Sisters remaining over night. Div. 619, B. of L. E. paid for the charter, and bought all supplies. Having such a fine start we are sure to succeed. DIV. 537.

DIV. 528, GALETON, PA.

Division 528 was organized at Galetton, Pa., by Assistant Grand Vice-President Miller of Rochester, N. Y. Sister Miller was assisted by Sister Switzer and several members of Div. 23, Corning, N. Y. After the work of organizing, luncheon was served in the banquet rooms by the new Division. The table was decorated with ferns and pyramids of fruit, and a fine birthday cake occupied the center. This cake was a beauty, bearing our emblem and name, and was presented by Sister Saunders, our Chaplain.

The afternoon was spent in giving us instructions. Too much praise cannot be given Sister Miller for the manner in which she taught this bunch of young hopefuls.

To our Sister Div. 23 we extend thanks for the assistance they gave us in exemplifying the ritual work. We started with thirty charter members and expect to gain many more before our first anniversary.

The Division of the B. of L. E. to which we are auxiliary presented us with a check for \$25 for a start, which will help us materially. So we feel that

Div. 528 has made a good start, and will surely succeed. COR. SEC.

DIV. 518, NEW ALBANY, MISS.

The wives of members of Frascati Div. 697 have just organized an Auxiliary at New Albany, Miss., taking as its name the old historic one of Tallahatchie, after one of our rivers, which long years ago was named by an old Indian chief. The membership was thirteen; however, the charter will remain open for thirty days for several other ladies who were not able to attend on account of sickness. Sister Campbell was elected President, Sister Wood, Vice-President, and the writer, Secretary. Sister Spillane, President of Success Div. 159 of Memphis, kindly consented to come here and assist us in getting into line. This Sister is one of the grandest women I have ever met, and I am sure all the ladies of 518 join me in congratulating Sister Murdock, our Grand President, in her choice of an Organizer. I am glad to say that every one present seemed to be very enthusiastic in the work, and I firmly believe that 518 will in a short time be doing some splendid work for the good of the Order, as all the Sisters seem desirous of co-operating one with another.

The Tuesday night previous to organization the ladies gave a reception at the Rainey Hotel in honor of Sister Spillane and of their husbands, and I want to thank all those who helped to entertain us, especially the Misses Cullens and Bratton, who are not affiliated in any way with the G. I. A., for their splendid musical program, who so kindly consented to assist us, notwithstanding the inclemency of the weather. Sister Spillane made an interesting little talk, and Brothers Wilson and Reynolds made short addresses, and last but not least, little Master Yergain, who sang a couple of songs. The ladies served a delightful repast in the way of a three-course luncheon, which was enjoyed by all, particularly our Brothers, who, as you all know, are always glad to get something good in this line.

Sister Spillane presented 518 with a beautiful hand embroidered towel to be used as an altar cloth, for which we desire to express our thanks, and our ladies presented Sister Spillane with a cut-glass vase, trying with our little mite to show our appreciation of her work, and our gratitude to her for her able assistance to us.

MRS. A. B. REYNOLDS, Sec.

A NEW DIVISION IN CALIFORNIA.

A new Division was organized at San Rafael, Cal., February 4, 1918, when about 25 Sisters, members of Divisions 106, 156 and 350, accompanied Sister Arm-

strong, G. O., to aid in instituting the new Division.

The day proved to be a perfect one and the ride on the bay and on the train through the beautiful country was much enjoyed by all.

Arriving at San Rafael we were met by a number of ladies who were going into the new Division. We found the hall beautifully decorated with acacia blossoms, which we afterwards learned was the work of the good Chief of Div. 704, Brother McGowan. Sixteen ladies were obligated and made members of the Order, with a number more on the charter list who were unable to be present.

After the preliminary work and election of officers, which resulted in the selection of Sister McGowan as President, the different forms of work were exemplified by the members of visiting Divisions, being watched with close attention by the new members, and so much interest was manifested that we feel sure they mean to soon become very proficient in the work.

The officers were installed by Sister Armstrong, ably assisted by Sister Riley as Marshal, Sister Higby as Chaplain, and Sister Wilson as Musician.

Under good of the Order, Sister Dixon, on behalf of Div. 106, presented the Division with their charter, and in response a rising vote of thanks was given Division 106.

The Division was closed in a very creditable manner by the new officers, after which a very bountiful and enjoyable supper was served, and full justice to it was done by all.

We then took our train for home, feeling that the day had been well spent, and leaving many good wishes behind us.

The Division was named California Division, and we feel sure that it will be a Division that all California Divisions will be proud of. L. D. ARMSTRONG, G. O.

Notices.

Division 91 wishes to thank all the Sister Divisions who so willingly and generously responded to our call for aid. Our returns were far beyond our expectations. As it is always impossible to thank each Division personally, we take this method of expressing how gratefully we really are.

MRS. MYRTLE WALKER, Sec. Div. 91.

The fourth Middle Atlantic circuit union meeting was held in the Masonic Temple, Union Hill, N. J., on March 11, under the auspices of C. W. Bradley, Div. 215. The day was stormy, raining all day, but the attendance was very gratifying. Eleven Divisions were represented from Philadelphia, Trenton, Jamaica, Long Island, New York City,

Jersey City, Hoboken, Passaic and Phillipsburg. Sister Yard, Past-President and Grand Inspector from Div. 38, Hoboken, acted as critic, winning the appreciation of all by her proficient and pleasing manner. The ritualistic work was exemplified by Div. 215.

An elaborate dinner was served, which all enjoyed. The meeting was a decided success; the visiting Sisters assisted us with the drills, and made many pleasing remarks. A rising vote of thanks was given Sister Yard for her kind criticism, and Sister Roe for her excellent work as musician. We believe these meetings are a great benefit. We are all looking forward to the next one. Div. 215 is progressing, good-will and harmony reign within our Order. SEC. 215.

The second meeting of the C. & E. I. circuit was held at Danville, Ill., on February 27, under the auspices of Amity Division 26.

The Sisters began arriving the evening before and by 11 a. m. we had 44 visitors representing five Divisions. Meeting was called to order at 11 a. m. and the opening forms were completed before dinner, at which 75 were seated. We were expecting Sister Murdock at noon and were very much disappointed because she was unable to come.

The work was again taken up at 2 p. m. and the regular order of business exemplified, also draping of the charter. There were several corrections which will benefit us and the discussions on the subjects set us all to thinking. I think this is one of the greatest benefits of the circuit meeting.

The Ladies' Aid of Olivet Church served us our dinner and supper in a very pleasing manner.

In the evening we attended the theater, and at a late hour parted to go to our homes, a tired but happy crowd.

The first meeting was held at Villa Grove, Ill., in October, and the next one will be held at Salem, Ill., in June.

We are getting along nicely and adding to our membership. Wishing success to the G. I. A., I am

Yours in F., L. & P., SEC. Div. 26.

Division News.

In January Div. 528, Galetton, Pa., accepted an invitation to visit the Division at Corning, N. Y. The cordial manner in which we were received and the delightful time spent only exemplified more plainly the principles of our Order. This courtesy shown to members of our young Division was greatly appreciated and proves to us in a great measure the worth of the G. I. A. The Sisters at Corning are full of the right spirit and are enthusiastic workers. H. A. K.

DIVISION 61, Springfield, Mass., has had many small social affairs during the past year and is in good condition. We interested ourselves enough to try something on a larger scale than usual, and decided to have a social and dance. The time and place were selected and when the eventful evening arrived our members and friends turned out 300 strong.

Collins' Orchestra gave a short concert before the dancing began, and promptly at 8:30 the grand march started with our President and her husband leading. The dance was a splendid success, while ices and punch were served during the evening. The Brothers assisted us in many ways, and especial mention is due Brother Delos Parker for selling tickets and helping at the hall. Div. 61.

DIVISION 490, Alexandria, Va., celebrated its second anniversary on Jan. 17, with an entertainment and banquet.

Brother Wills and bride of Washington, D. C., were present and Brother Wills gave us a short talk, as did also Bros. F. Ensign and Frank Larmond. These talks were listened to most attentively. The entertainment part consisted of vocal and instrumental music, and taken altogether this was one of the most delightful affairs ever given by this Division. A luncheon was given recently at the home of Sister Ensign in Washington, D. C., which was well attended. Sisters, we need these social affairs to keep the interest up, for as our Grand President has said, the time is coming when we must be ready to face the problems set before us. Some Sisters will say, Oh, I shall be provided for, we carry a large insurance; but let me say to you, Sister, that unless you are wide awake and able to cope with the situation, your insurance will soon vanish as many another's has done.

Sisters, attend the meetings, read the By-laws, get insured and remember that the ritual work is not the sole object of our Order, by any means. Talk to the Sister who comes alone and sits alone; draw her out, and ten chances to one you will learn something from her well worth your while. Social intercourse broadens our minds and makes us more charitable in our dealings with each other. C. BARNHOUSE.

At Bar Harbor, Minn., Div. 420, B. of L. E. was agreeably surprised in January when, immediately following the regular business session the ladies of Div. 298 called in a body, and Mrs. Thos. Whitesides, chairman, in a few cheerful remarks notified us that they intended to entertain and feed us in such a manner that we would not report their coming.

The generous, fraternal feeling that prevailed made it seem like one large family. A program of music and recitation was well received, after which a bountiful supper was served to the 75 who were present.

Martin Muth gave an eloquent talk on finances, and Chief Schultz proved that he could preach to all. Too much praise cannot be given Sister Whitesides and her Division for making such a success of this first event of the kind, and we will gladly welcome them at any time.

A BROTHER.

DIVISION 519, Douglas, Ga., organized not quite a year, numbers 17 members. What we lack in numbers we make up in enthusiasm, and have many good, social times.

Recently the Sisters, with a few other guests, were graciously entertained by Sister R. B. Hill. Her lovely cottage was tastefully decorated in G. I. A. colors for the occasion, and as the guests entered they were made welcome. Fruit punch was served and general entertaining and merrymaking followed.

Later in the afternoon the dining-room was thrown open and refreshments served. Sister Hill proved herself an ideal hostess, and we will endeavor to have more of these social times. J. A. S.

NEW BRUNSWICK DIVISION 479, Monticton, N. B., Can., with the members of B. of L. E. Div. 162, on Tuesday evening gathered at the home of Mr. and Mrs. Samuel Watson, and presented them with an address and a purse of gold, the occasion being the 41st anniversary of their wedding.

The remainder of the evening was occupied with music and games, and the party broke up during the early hours of the morning. Mr. and Mrs. Watson are both valued members of the G. I. A. and the B. of L. E. SEC. Div. 479.

ON Tuesday evening, January 21, Gratiot Div. 8, G. I. A. to the B. of L. E., of Port Huron, Mich., celebrated their 25th anniversary in a very pleasant manner. The ladies served a very bountiful supper which was enjoyed by all. The remainder of the evening was spent in music and dancing. Members of Div. 122, B. of L. E., and their families were present, also guests from Battle Creek, Mich., and Sarnia, Ont. Only five charter members were able to be with us. When the guests departed for their homes good wishes were expressed for the welfare of our Auxiliary. C. E. M.

FEBRUARY 27 was a day long to be remembered by Granite State Div. 49, Concord, N. H. With the permission of

Grand President Murdock we accepted the hearty invitation of Sister Lougee to hold the regular meeting at her home in Lakeport. Five of our members live in that place, and from past visits we know it meant a good time for all. It was a very stormy day, but thirteen members from Manchester, Concord and Plymouth braved it and were well paid.

After the regular meeting was closed Sister F. M. Hall read a paper on the Harrisburg Convention, and little Miss Catharin Callahan gave two piano selections.

At five we were escorted to the dining-room, which was tastefully decorated with the colors of our Order. Amid much fun and laughter we showed our appreciation of their efforts. A jolly hour followed, then we all joined in singing "God be With You Till We Meet Again," and "Home Sweet Home."

The visiting Sisters gave three cheers for Sister Lougee, our ideal hostess, and her able assistants, Sisters Hall, Callahan, Fitzpatrick and Bailey.

They went to the station with us and with much laughter, many cheers and farewells we boarded the train for our homes, feeling the day had been a happy one, with only one regret, that more of the members could not have been present, especially our good Sister Cook, F. A. G. V. P., and Grammie Quimby.

SEC. DIV. 49.

DIVISION 487, Jersey City, N. J., was pleasantly entertained at the home of the musician, Sister O'Brien, on January 30. The entertainment took the form of a dime social, and as the day was bright the members of Div. 487 and their friends turned out in large numbers.

Promptly at 3 o'clock a musical program was given, consisting of violin and piano music, solos and duets. All the participants were well received, and a generous applause followed each number. Another feature of the social was the raffling of a picture donated by one of our Sisters. Mrs. Raymond, President of the O. R. C. Auxiliary, was the lucky winner, and she made some pleasant remarks when accepting it.

Our own President, Sister Outwin, then made an address, after which Sister Beatty emerged from the dining-room carrying a large chocolate cake, followed by Brother O'Brien with the lemonade. After partaking of these refreshments, good-bys were said, and this pleasant social was a thing of the past. A SISTER.

DIVISION 459, Hamlet, N. C., celebrated their first anniversary at the home of Sister W. N. Cosby. The house was made beautiful with flowers and ferns.

Each room had a different color scheme, and the idea was unique as well as beautiful. Vocal and instrumental music was enjoyed, and a fun-making feature was a buttonhole contest for the men. Mr. Allen Powers was awarded a thimble for making the best one, with Mr. John Winslow a close second. The guests were then given pictures to match, by which method they were to find partners.

After much merriment and matching all proceeded to the dining-room, where refreshments were served. The success of the evening was largely due to Sisters J. S. Bundy and J. O. Bundy, who were chairmen of the refreshment and decorating committee.

The hour of departure came all too soon. Our only regret being that more of our engineers could not be present.

PRESIDENT 459.

MCKINLEY PARK DIVISION 492, Chicago, is ever mindful of events. February 8 being the 22nd anniversary of our B. of L. E. Brothers' Div. 458, and also their regular meeting night, the ladies stormed in upon them, giving them a pleasant surprise and bringing with them refreshments of a substantial order, also the proverbial birthday cake with 22 candles. The evening was spent in a most pleasant social manner, the entertainment being an informal program by members and friends of the families of our brother and sister Divisions. All present voiced the wish that these gatherings occur more often.

February 9 being the 2nd anniversary of our McKinley Park Div. 492 and falling on Sunday, we celebrated it on the following Thursday with a luncheon preceding our regular meeting. This noon-day luncheon proved a most delightful affair and our meeting following a good one. We had with us as guests for the day Sister Boomer, General Secretary and Treasurer of Insurance, and Sister Frisbie who organized us. Sister Boomer gave us a very instructive talk on Insurance, and Sister Frisbie greeted us in her usual bright and happy manner. The day went down on our records as a most pleasant one, and we hope to have many more to record. COR. SEC.

ON Friday, March 7, 1913, Crescent Div. 421, Ft. Worth, Tex., celebrated the 5th anniversary of its organization. The families of our Brother Divisions were invited. The evening was spent in games, music, dancing and a general good time.

At midnight, cake, coffee and sandwiches were served, after which all departed for their homes, expressing a desire to meet with us again in the near future.

Although we are only five years old, we are wide awake, up and doing, putting forth every effort to promote the growth of our Order. We have the members that are full of enthusiasm and believe in attending meetings regularly; our membership is rapidly increasing, and with the assistance of our faithful and untiring President, Mrs. D. J. Ryan, who has been re-elected for the fifth time, we expect to accomplish much by our 6th anniversary.

In order to have money for our future use we have a dime social once a month, which always is successful in swelling our treasury.

Our last social was held at the home of Sister J. T. Odell, hearts being the main diversion during the afternoon; first prize was awarded Sister Carpenter, second prize Sister McCollough. Delicious refreshments were served, after which all left for their respective homes, resolving that in the future a meeting day shouldn't pass unnoticed.

COR. SEC.

THE fourth annual supper and dance of New Century Div. 253, Philadelphia, Pa., was held on Wednesday evening, April 2, and without exaggeration proved to be a great success. We took in nearly 500 tickets at the door.

Dancing was indulged in until 1 o'clock, and you certainly could enjoy to trip the light fantastic to such excellent music, furnished by the Crockford & Clover Orchestra. The grand march was a beautiful feature of the evening—led by our genial President and her worthy husband, Sister and Brother Fitzgerald, of Newtown, Pa. As they marched up the center of the hall Master Lewis stepped forward and presented his mother with a beautiful bouquet, which she most graciously received.

A minstrel show, presented by 15 bright young ladies and one most wonderfully clever young laddie, was then given for the benefit of those who did not dance. This, too, was greatly enjoyed, and when time passes so pleasantly it always passes too quickly, and we wished the night could be prolonged.

Taking all in all, a most delightful evening was spent, and much credit is due the committee and all matrons who worked so untiringly to help make this affair one long to be remembered. We realized a goodly sum for our treasury besides having the good time.

And as we grow in years so we grow in experience; every year our knowledge is broader and our crowd larger. So looking forward to another good time as the year rolls on, and wishing success to all sister Divisions, I am,

MEMBER OF 253.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., May 1, 1913.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than April 30, 1913.

ASSESSMENT No. 794.

Jersey City, N. J., March 12, 1913, of septic infection, Sister Sadie A. Wheeler, of Div. 487, aged 40 years. Carried one certificate, dated July 19, 1909, payable to Geo. W. Wheeler, husband.

ASSESSMENT No. 795.

Erie, Pa., March 14, 1913, of broncho pneumonia, Sister Henrietta Swartsfager, of Div. 28, aged 55 years. Carried one certificate, dated April 2, 1896, payable to Annabel Marsh, daughter.

ASSESSMENT No. 796.

Port Jervis, N. Y., Feb. 20, 1913, of asthenia, Sister Julia Phelps, of Div. 66, aged 80 years. Carried one certificate, dated Nov. 10, 1890, payable to Morris M. Phelps, son.

ASSESSMENT No. 797.

Crewe, Va., March 20, 1913, of organic heart disease, Sister Martha Jones, of Div. 87, aged 55 years. Carried two certificates, dated July 29, 1896, payable to Emmet P. Jones, husband.

ASSESSMENT No. 798.

Indianapolis, Ind., March 23, 1913, of suppurative parotitis, Sister Irene Weaver, of Div. 128, aged 37 years. Carried two certificates, dated Nov. 25, 1902, payable to Henry Weaver, husband.

ASSESSMENT No. 799.

Pittsburgh, Pa., March 25, 1913, of cancer, Sister Maggie Noel, of Div. 97, aged 59 years. Carried two certificates, dated Oct. 1, 1896, payable to William Noel, husband.

ASSESSMENT No. 800.

Kansas City, Mo., March 25, 1913, of apoplexy, Sister Helen Sheahan, of Div. 148, aged 62 years. Carried two certificates, dated Feb. 17, 1898, payable to Helen and Marietta Sheahan, daughters.

ASSESSMENT No. 801.

El Paso, Tex., March 27, 1913, of pneumonia, Sister Mary B. Holmes, of Div. 138, aged 40 years. Carried two certificates, dated Jan. 27, 1913, payable to Ressa M. Wilson, daughter, and Thomas Holmes, husband.

ASSESSMENT No. 802.

Rawlins, Wyo., March 28, 1913, of cancer, Sister Agnes Robinson, of Div. 311, aged 50 years. Carried two certificates, dated Dec. 7, 1906, payable to John Robinson, husband.

ASSESSMENT No. 803.

Utica, N. Y., April 8, 1913, of apoplexy, Sister Mary Albright, of Div. 73, aged 34 years. Carried one certificate, dated April 22, 1911, payable to John M. Albright, husband.

Members will pay their Insurance Secretaries on or before May 31, 1913, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 761 and 762, 9,335 in the first class, and 4,729 in the second class.

Mrs. GEO. WILSON, Pres. V. R. A.

Mrs. JENNIE E. BOONER, Sec'y and Treas.,

1627 Sherwin avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Questions and Answers

BY JAMES GREGORY.

Question: Why is it that with a balanced throttle valve the lever flies out after throttle is pulled to wide open position?

A. W.

Answer: This is caused by the piston action of the throttle stem. So long as the throttle is but partly open the pressure on top of the double valve is greatest and the valve is supposed to shut off automatically, which it will if the stem is not too tightly packed, or the lever held to open position by ratchet. If the throttle be opened full, or if the amount of steam used by cylinders is such as to permit the pressure in dry pipe to equalize with that of the boiler, then the balancing feature of the throttle is lost and the piston action of the stem causes a tendency of the lever to fly back.

Question: Freight engines are sometimes used in passenger service in emergencies and why is it that even when they are of the same type as the regular passenger engine, or practically so, they cannot do the work as well?

A. W.

Answer: There are several reasons for this. In the first place the engine, whether pooled or not, is not always kept up to the condition required of engines in the faster service. Hot boxes frequently result from this cause and make delay; but even when this fault does not exist there is another reason which usually marks the difference referred to, the smaller nozzle of the freight engine. On most roads there is an especial grade of coal supplied for passenger engines. This enables them to use a larger nozzle than engines drafted for slack or the run-o'-mine usually furnished the freight engine, which is the chief reason why the freight engine so often falls down when used in passenger service in emergencies.

Question: On some roads engines can

be run with an allowance of oil that would not be sufficient on other roads. How may this be accounted for?

READER.

Answer: The chief cause for difference in consumption of valve oil would be due to kind of water used. Next to that would be the conditions of boilers, with reference to their being washed out regularly and often enough. Where bad water is used it makes a difference as to steam pressure carried, as the engines having highest pressure and correspondingly high boiler temperature are more sensitive to bad water than engines carrying lower pressure, with the result that water, or vapor, is often carried into the cylinders of engines carrying high pressures. This, of course, increases the demand for oil on valves and pistons.

But even where the conditions referred to are practically the same there is often a difference in the quantity of oil needed to run the engines properly. This is due to the manner in which the power is kept up. If the rod packing is permitted to blow continually economy of valve oil is out of the question, and any attempt to enforce economy under such a condition results in a waste in some other direction, either in adding amount of fuel needed to overcome resistance of engine not properly lubricated, or failure of some part of the valve mechanism. In addition to this there is a great big piston bearing surface in the cylinder which, if not lubricated enough, causes a blow which may not be heard nor seen, but will tell in the steaming and waste of power and fuel. Other things being equal, the engines requiring the least valve oil are those which are kept in the best condition.

Question: We read and hear much of the effect of steam in cylinders to cushion the reciprocating parts. What cushions them when engine is drifting, for we often find engines ride better shut off than when working steam?

R. H., Div. 48.

Answer: When an engine is drifting the piston is drawn back and forth in the cylinder by the rod, whose connection to the pin, which has a rotary motion, takes up what lost motion there may be in the

rod connections with little or no appreciable knock. Besides, an engine shut off has comparatively little friction between main driving boxes and shoes and wedges, which accounts for some difference in the riding. When using steam, the piston, instead of being towed, as it were, by the rod, is itself the propelling agent, and unless there were a steam cushion in cylinder the lost motion in rod connections and driving boxes would be for obvious reasons taken up by severe shocks at the centers.

Question: If the valve oil is thoroughly mixed with the steam in steam chest how is it that a very small leak at steam chest will cause such a waste of oil as to cause the valve to move hard?

R. H., Div. 48.

Answer: Valve oil does not mix with the steam but is held in suspension by the currents of steam flowing through steam chests and cylinders, depositing a portion of the oil on the surfaces with which it comes in contact. The fact that the amount of oil carried out of a leak, say in steam chest joint, is beyond all proportion to the amount of steam wasted is proof that the oil is susceptible to the influence of circulation and is induced to flow to the point where there is even the slightest leak.

Question: What advantage is gained by changing from the former to the present underhung spring system?

READER.

Answer: The change was made to afford more boiler space above the frames.

Question: If valves are out of square does it affect the steaming of the engine as well as the power? W. D., Div. 10.

Answer: The irregular exhaust force of the lame engine makes the circulation irregular also. The exhaust that is too strong is choked in the nozzle, so that its force does not compensate for the weaker exhaust from the other end of the cylinder as a draft producer. In addition to this fault the steam is not used with as much economy as when valves are square, which waste also counts against the steaming of engine.

Question: What is meant by good

boiler circulation, and how does it relate to the steaming capacity of the boiler?

Answer: The boiler should be designed with a view to imparting the greatest possible amount of the heat produced by combustion to the water in the boiler. If the water space be too limited, that is, if the legs of firebox be too narrow or the flues too close together, the currents of steam leaving the heating surfaces will prevent the free flow of water to them, with the result that much of the heat that should be absorbed by the water in producing steam passes out with the circulation as wasted heat to the atmosphere.

Question: I have read of a design of engine that is to maintain a continuous circulation of air, that is, instead of the exhaust passing out to atmosphere, as at present, it is conducted to a point beneath the grates, and in that way a continuous circulation is kept up. Is this plan a feasible one?

Answer: An engine of this kind was tried many years ago and failed for the reason that after the oxygen in the atmosphere drawn through the fire was consumed, which it was in its first passage through it under working conditions, there was nothing left to support combustion. This element is as necessary to the creation of heat in the firebox as the fuel itself, and is really as much of a fuel as the coal.

Question: What is meant by natural draft, and how does it differ from artificial draft?

Answer: Natural draft is circulation of air through a fire produced without any artificial means, such as is used generally with stationary boilers. If the dampers be opened the colder air admitted forces the lighter air in the furnace upward through the stack, and these colder currents of air are in turn heated and ascend by the same process. Thus, a continuous current of air is maintained for combustion.

Artificial draft, or stimulated draft, as it is sometimes called, is effected by the aid of a blower or fan, or exhaust of engine.

Question: What in your opinion is the

most necessary part of the engineer's education in reference to his being able to get the best work out of his engine under all conditions of service?

A. D., Div. 73.

Answer: I would say that a good, practical knowledge of combustion, as the really skillful fireman knows it is of the utmost importance if he would be more than an average runner. Other things he may learn as he goes along, but he must learn the art of firing before being promoted, for he rarely acquires a clear understanding of it after going to the right side. He should not only be able to tell how to do it, but also to show how it should be done in some instances, especially in freight service where he comes in contact with green firemen.

Question: Before going in for overhauling an engine usually rides hard. She comes out with the same springs but rides well. What change makes the difference or what particular change can the improvement be credited to?

W. R. G.

Answer: Any lost motion, whether direct or lateral, either in the valve gear, hub bearings or other parts of the machinery, tend to produce a bad riding engine, but tire wear is the chief cause of the trouble; not that wear which is so apparent to the eye in the shape of an outside flange, but the uneven wear of tread that makes the wheel out of round. The double flange will cause engine to strike frogs hard; lost motion in main boxes will produce pounds; the rods will knock; the lateral motion in engine truck and driving hubs produce a swaying movement not pleasant. The loose valve gear will not distribute the steam in a way to cushion the piston; but while these all contribute toward that result, the principal cause of the bad riding engine is the worn out of round driving wheels.

Question: Are there any causes, aside from effect of service, that will make an engine ride hard?

Answer: Yes. Axle not perfectly centered in any wheel under engine, or even under tank, will have that effect. Driving journals not trued up contribute their share to the same result, while the valve

gear may be so adjusted as to cause excessive compression or may go to the other extreme and produce none, either of which may result in making engine ride uncomfortably.

Question: How can we account for the difference of opinion in the practice of engineers in handling throttle? Some profess to favor the light throttle, others the full throttle; each claiming they could not do the work with the engine any other way.

Answer: We know this peculiarity to exist. We also believe neither side has a right to discredit the opinion of the other, as there are sometimes reasons which put both right.

On hilly roads you will usually find the light throttle man. Having long stretches of favorable grade where there is not much power required to make good time he works the lever down a little, which improves the riding of engine, as well as the valve lubrication. He regulates the speed by the throttles usually being able under such conditions to make the desired headway with throttle only partly open. With a tonnage rating based on that which can be hauled up the steepest grades his engine can also make good time with a light throttle on the level. He will confess to "widening on her" in a pinch to get over a hard pull, but will contend that in his general practice he favors the light throttle. He may sometimes go so far as to say the wide throttle practice is wrong.

The engineer on the more level road hauls a tonnage rating much greater than the other. There are no places where he can ease up on her without losing time, so he is compelled by force of circumstances to use the full throttle, his average train resistance being greater and more uniform than in the case of the fellow on the hilly road.

In neither case does either hold back any power the engine may have when the service calls for it, so there is no ground for argument as to the best method. Each meets the requirements of the service in competition with his fellows, and the best method is forced upon him as a matter of necessity.

Question: I saw an attachment on boil-

erhead of an engine recently which fed some kind of oil into boiler just above crown-sheet for the purpose, it was said, of saving the flues. Would oil entering boiler at that point come in contact with the flues? Is there anything in the theory of preserving flues by the use of oil?

SUBSCRIBER.

Answer: Oil supplied at boilerhead would, when engine is working, be carried up into the dry pipe by the current of steam. It could be of no particular benefit to the flues, as it would not come in contact with them. If intended to help the flues the oil should enter the boiler at or near forward end, so it would be carried to the flues by the water circulation.

As to the benefit of oil in a boiler, there is much difference of opinion. It was the custom a few years back on some roads to put a couple of gallons of black oil into the boilers after each wash-out. It was claimed later that the asphaltum contained in the oil settled in patches on the crown-sheets and, it being a non-conductor of heat, caused the sheets to blister; so the practice was discontinued.

Engineers have used castor oil to prevent foaming and are doing so yet in some places with good results, if report be true. Engineers have also been known to use coal oil in boilers for the purpose of keeping piston packing and valve strips free from gum, which no doubt it did; but if used in a boiler having much mud it had a tendency to cause foaming, as it loosened the mud and scales from the flues and sheets. This action would seem to indicate that it would keep the flues and sheets free of mud and scale which, if true, would surely lengthen the life of the flues; but its tendency to cause boiler to foam may have prevented its being used more.

Question: What is the best way to proceed to find a kicker? J. R.

Answer: There is no reliable way of locating a "kicker" or, "dynamiter," as it is sometimes called. The usual instructions are to try about ten cars at a time, making light applications and cutting out any car that may not set. In addition to this, men are stationed so as to watch the cars when the brake goes on, but as a rule, each man thinks

the car he is watching is the one that set first, so he proceeds to cut it out. It is pretty generally conceded that all the old rules for locating "kickers" are unreliable. This fact has brought into use a device that is coupled between the hose couplings between the cars in different parts of a train, and when an application is made it will indicate the brake that first goes into the emergency by a pointer on its dial. If the troublesome brake is, say, in the center of the train, the pointers on the dial of each of the indicators forward and back of the "kicker" will point toward it. The indicators are then moved nearer together and repeated applications made until the "kicker" is located.

This device is for use in testing trains before leaving terminals and is rapidly gaining favor among airbrake men and engineers to whom the automatic quick action has long been a source of annoyance.

My Old 8-Wheeler.

Here's to my old 8-wheeler,
Good friend of other days,
I cherish still thy memory,
And fondly sing thy praise.

And tho' the power that progress guides,
Decreed we must forever part,
Those mongrel types that thee replaced,
Can ne'er replace you in my heart.

I loved your burnished rods and bands,
And on them showed my humble skill;
A model of the builder's art
You seem to me, and always will.

While underneath your casings bright,
What wondrous secrets were enclosed,
What dreams of Watt and Stephenson,
Too sacred they, to be exposed.

And, boylike, I'd oft look and dream,
And wonder just what made you go,
Until despairingly I'd feel
Such things were not for me to know.

The toil and sweat your beauty cost,
Would sometimes my affection try;
But I loved the drudgery of it all,
And, like true lover, knew not why.

But that was very long ago,
When sentiment made labor light,
And while 'tis deemed old-fashioned now,
That combination still is right.

And tho' since then I've run the best
That marked the builders' wondrous skill,
And tho' the modern types we have,
Command my admiration still—

These seem to me mere friends of chance,
They have never caused the pride, I know,
That I felt when I fired the '49,
On the Erie, forty years ago.

—JASON KELLEY.

Saturated and Superheated Steam.

EDITOR JOURNAL: The very graceful criticism by Bro. F. E. More in the March JOURNAL of my opinion of the difference in sound of exhaust of engines using saturated and those using steam that is superheated is accepted in the spirit in which it was evidently written. His opportunity for noting the difference, as stated, is the best. He also states that on engines using saturated steam the stacks are cut out at a point just above the smoke arch, while on the others this is not the case.

There are two reasons which seem to combine to produce the effect referred to. Assuming the adjustment of the draft pipe to be the same, the exhaust of the superheated steam, because of its lesser density, would be more compressed by the force of the air and gases of circulation and would pass from the top of draft pipe into stack in a smaller column than if the exhaust were of the more dense nature of saturated steam. It is the effect of contact of the expanding exhaust after leaving top of pipe that produces the cutting of base of stack, as the angle at which it strikes the stack is the opposite of the angle the base of stack presents, and where the steam is compressed by the circulating air and gases so as to prevent this expanding action or to reduce it, the smaller diameter of the column is carried up into the cylindrical part of stack, and the cutting referred to is avoided.

With saturated steam the greater density of the exhaust resists the tendency of the circulating air and gases to compress it, with the result that having the same distance to travel between top of pipe and base of stack it will expand more before reaching the cylindrical part of stack than will the lighter, superheated steam, the result being a cutting away of some part of the flared portion of stack.

The foregoing explanation is not intend-

ed as an answer to Brother More's letter, he having not asked for any opinion on the question; but the mere statement of the fact is likely to arouse interest in the minds of the readers, and the writer is merely trying to throw some light on the subject.

JAMES GREGORY.

Wages Automatically Fixed.

ARGENTA, ARK., April 9, 1913.

EDITOR JOURNAL: We are experiencing the greatest improvement of the age in the operation of locomotives through superheated steam.

Men not having the privilege of handling the superheated steam cannot comprehend the great advantage over saturated steam in the operation of a locomotive.

It is saving in operation expenses of the locomotive 33½ per cent, handling the same tonnage as before with saturated steam, and is handling a 10 per cent increased tonnage with 25 per cent decrease in operation over saturated steam engine.

It is giving a lower boiler pressure more power than was before attained by high-pressure boiler, which prolongs life of boiler, as well as increasing the tonnage handled.

That brings the question of compensation before us for consideration and shows us how we should have a system whereby our compensation would be adjusted automatically and not make it necessary to spend thousands of dollars every time an improvement is made which increased our responsibilities and labor.

With the adopting of power that will put 10 per cent of our men out of employment there should be an increase in compensation equal to the increase in tonnage, and we should have a standard wage for a 2,000-ton train or less and an increase for tonnage above 2,000-ton train—the same per cent increase in wage as the per cent increase above 2,000 ton, which would adjust compensation regardless of the method used to raise tonnage. Let it be by larger power or superheated steam—it would adjust itself just the same.

It would not be to the advantage of anyone to shift the weight from drivers to keep from paying increased wages, but pay would be by the tonnage rate on that division; the minimum being 2,000-ton train rate.

INEFFICIENCY.

We hear much of inefficiency of employees and, of course, we take it to mean enginemen principally, as there is where the burden is carried. When an engine fails there is inefficiency on the part of someone. Let us see where it is—whether on the engine or the men off the engine.

We have engines on "Everybody's Railroad" built to handle a certain tonnage or having a certain drawbar pull, and engine will be operated successfully until some overzealous local official comes along and through some sharp practice raises the tonnage to forward his ambition and with it his name with the higher officials; and then in the near future we begin to see engine failures and men being accused of inefficiency, when the fact is it is the inefficient official that is responsible for the increased number of engine failures.

Men in the operation of locomotives are ever increasing in their efficiency, as experience can only be attained by service, and when the locomotive department is subject to orders from men not knowing the working of a locomotive we always have failures from the fact that it is impossible to overcome the inefficiency of other departments by the most efficient men on the engine.

If you ever see a test train it is made up only when conditions were favorable, and then with heavy loaded cars which would shorten train and reduce friction; but the tonnage ever after would be the same as established by the test train, regardless of conditions or number of cars it takes to make up the tonnage.

Then is when the inefficiency of men comes in again; but I would like to know what men? And I would like to say to those men responsible:

"You shall not press down upon the brow of experience the inefficiency of others."

Yours fraternally,

B. D. KELLOGG, Div. 182.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

FT. WORTH, TEX., March 27, 1913.

EDITOR TRAIN RULES DEPARTMENT:

The following order is issued: "No. 6 engine 253 run 3 hours late E to G." No. 6 is due at E at 9 a. m., F at 10 a. m., G at 11 a. m. and H at 12 noon. No. 5 is a first-class train the same as No. 6, but No. 6 is a train of superior direction. No. 5 is given a copy of the above order. What is the last minute that No. 5 can use in making G for No. 6? If an extra train held the order instead of No. 6 what time would the extra be required to clear at G?

INFORMATION.

Answer: No. 5 must be clear at G at 11 a. m. and an extra train would have to be clear at G at 10:55 a. m. The fact is that the order does not confer any right on any train to make G from a point beyond G. Under the order No. 6 must leave F three hours late but is at liberty to arrive at G as soon as it can after leaving F unless an arriving time is shown at G. In the present case only the departing time is shown at G, and this time does not in any way govern the arriving time of No. 6.

The standard explanation to the order quoted states that the order makes the schedule time of the train named, between the stations mentioned, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time, as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

If it was desired that No. 6 should wait at G for No. 5, the third example of Form E should have been used. For example, an order could have been given reading, "No. 6 will wait at G until 2 p. m. for No. 5." In such a case No. 5 could have until 2 p. m. to clear the main line at G or any intermediate station between the point where No. 5 received the order and G, but a run late order does not

control the movements of a train except within the limits named, and as a result other trains can only use the time within the limits named.

PARAGOLD, ARK., April 2, 1913.

EDITOR TRAIN RULES DEPARTMENT:
The following order is issued: "No. 15 will hold main track and meet 1st No. 16 at B and meet second and third No. 16 at D and meet No. 358 at E." All the trains concerned are second-class trains. Nos. 16 and 358 are moving in the superior time-table direction. What train should take siding at D and E? **MEMBER 674.**

Answer: The question is based on the imperfect wording of the order. Form A, for fixing a meeting point, has been changed and the words, "will hold main track" inserted in the middle of the form. The editor of this department has repeatedly cautioned against this improper method of directing a train to take siding or to hold main track. It is a direct violation of the Standard Code which clearly states that the prescribed forms must be used when applicable. The form is applicable in this case and there could be no objection "to hold main track" portion being added to the regular form, but there is an objection to the inserting of such words in the middle of the form for the reason that to do so takes the order out of the authorized list and makes it an improvised form which is clearly improper in the case.

The order should have read, "No. 15 meet first No. 16 at B second and third No. 16 at D and No. 358 at E No. 15 hold main track." Under such an order there can be no question but that No. 15 will hold main track at all meeting points named in the order and it is my opinion that the order mentioned by our correspondents should be considered in the same manner, and the hold main track made to apply at all points named, as the hold main track following the mention of No. 15 makes that provision apply equally with the other performances required of No. 15.

LAS CASCADAS, C. Z., March 23, 1913.

EDITOR TRAIN RULES DEPARTMENT:
Order No. 87: "Engine 255 run extra G to C take siding meet extra 652 north at

F and meet extra 605 north at D." Should extra 255 take the siding at both meeting points? **J. W. T.**

Answer: Yes. See reply to member 674 in this issue.

NEW HAVEN, CT., April 5, 1913.

EDITOR TRAIN RULES DEPARTMENT:
Where do the rights of a first or second class train end? Take for example a point where the yard limit boards come first, switch leading from the main line next and then the order board. **DIV. 77.**

Answer: The editor understands that this question refers to a train moving in the inferior time table direction and with respect to its arriving at its terminal station. In such a case the authority of the schedule ceases when the train reaches the first entrance switch where a train would enter the siding, but the movement beyond that point may be made on the main line under any arrangement which the yardmaster may make with respect to the movement of trains of that class.

A yard is a place where movements not authorized by train order or schedule may be made subject to the prescribed signals and regulations. This also applies to a train moving in the superior time table direction, as it is understood that a schedule only authorizes a train between the points named and that the time applies, unless otherwise directed, to the switch where an inferior train enters the siding. Conditions of location and application of time would change this in some cases, but as a general thing a train entering its terminal station, if it holds main track, does so under an understanding of yard operation and not under authority of schedule.

PAONIA, COLO., April 3, 1913.

EDITOR TRAIN RULES DEPARTMENT:
Train No. 5 is scheduled from A to Z. It leaves A on time and when it arrives at D it receives order No. 10, reading: "Eng. 138 run as first No. 5 E to L, following sections change numbers accordingly." When No. 5 arrives at E, must it have an order to run as second No. 5?

READER.

Answer: The order quoted is not exactly standard but it closely follows the

fifth example of Form F, for sections. The exception is that engine 138 was not directed to display signals as required by that example, but it is probable that your road permits the use of the example as quoted, as it clearly indicates that signals must be displayed for the following section. If this is true the words, "following sections change numbers accordingly" are authority for first No. 5, which in this case is engine 138, to display signals, and also authority for regular No. 5 to run as second No. 5 from E to L.

SPRINGFIELD, ILL., April 4, 1913.

EDITOR TRAIN RULES DEPARTMENT:
The schedule meeting point for trains No. 44 and No. 47 is at A. No. 44 has right by direction. The following order is issued to No. 44 at A: Order No. 1, "Engs. 55 and 56 run as first and second No. 47 H to A. First No. 47, eng. 55 meet No. 44 eng. 57 at G." Order No. 2 is given to No. 44 at E, as follows: "No. 44 eng. 57 meet No. 47 eng. 56 at H." Under the above orders, where will No. 44 meet the two trains? INTERESTED.

Answer: The orders conflict and should be refused. From the wording of the orders it is evident that train No. 47 was run in one section from M to H and in two sections from H to A. It is probable that order No. 1 was placed for No. 47 at H, but this supposition on the part of No. 44 is not sufficient authority to permit that train to move from G to H against second No. 47 on an order to meet No. 47 at H, after it has already met the first section of No. 47 at G. No. 44 should have been given an order to meet first No. 47 at G and second No. 47 at H, and it could have been explained to No. 44 that second No. 47 would arrive at H as No. 47, and to make this movement safe No. 47, moving from M to H should have been given a single order to meet No. 44 at H. It is often necessary for a train dispatcher to add sections to a schedule at points other than the initial station, but in such a case it is the duty of the dispatcher to issue such orders and instructions as will secure full protection, even though he has to go outside of the Standard Forms to do so.

Will Electrify Mountain Road.

Officials of the Chicago, Milwaukee & St. Paul Railroad announce plans for electrical operation of trains through the mountains of western Montana and Idaho, and declare the undertaking would prove one of the greatest electrical feats in the history of transportation.

Electrical operation of the road is to cover a distance of 450 miles. To begin with, 50 motor locomotives will be put in operation. The locomotives will be so constructed power may be generated by trains descending grades to assist in pulling following trains up grade.

Officials declare their plans are not designed to cut the running time. Efficiency and economy, they say, is the purpose of the innovation. Work on the new equipment will commence at once.—*Press*.

New Haven Road Will Test Two Automatic Stops.

Two automatic stop devices have been selected for experiment by the New York, New Haven & Hartford Railroad. These devices were chosen from 1574 submitted to the company in response to the offer of \$10,000 by President Mellen for an invention that would meet the requirements of the peculiar conditions governing the operations of a railway system such as the New Haven. Although the devices selected are not in themselves perfect, according to the report of the engineers of the company, it is believed they are worthy of installation for trial. The engineers are of the opinion that through experiment and investigation one of them may be raised to the state of efficiency required.—*Railway and Engineering Review*.

Telegraphers Get 15 Per Cent.

The Canadian Pacific, acting on the appeal of its telegraphers, following the recent decision by a government board has agreed to increase their pay 12 per cent and to make the work day ten hours instead of eleven. There will also be an increase in the rate of pay for overtime. The operators had demanded 15 per cent increase.—*Railroad Men*.

Railroad Gleanings

Pere Marquette Investigation.

A special committee appointed by the Michigan legislature to investigate the financial history of the Pere Marquette has been holding sessions at Detroit. F. W. Stevens, formerly general counsel of the road, and now connected with J. P. Morgan & Co., produced statements showing that increases in wages, in cost of materials, and in interest and rental charges, had caused a deficit of \$1,800,000 in 1911, and a slightly larger deficit in 1912, after the company had earned a surplus of \$469,000 in 1910. He said that the wage increase alone in 1911, as compared with 1910, amounted to \$1,022,000; the gross earnings decreased \$18,000 and the higher prices of materials cost the company \$492,000. He also stated that proposed legislation now pending in the legislature, if enacted, would cost the road \$818,000 annually, without giving it anything in return, and that the Michigan legislature had been particularly active in passing laws to increase the road's "cost of living." Even if the Interstate Commerce Commission had allowed the proposed advance in rates in 1910, the Pere Marquette would have received only \$500,000 in increased revenue per year.

Some Railroad Rules of Long Ago.

A curious relic of railroading operation some fifty years ago in Tennessee and Georgia is exhibited in the following extracts from the rules then in force:

Each engineman will keep a watch, which must be regulated by the time of his conductor at the commencement of each trip, and will always have in his possession the current schedule book.

Should any stock be killed which may be likely to endanger the safety of the next train passing, the engineman will stop his train until track is cleared.

As a general rule, when trains meet between stations the train nearest the turnout will run back. Any dispute as to which train has to retire is to be determined at once by the conductors without any interference on the part of the

enginemen. This rule is required to be varied in favor of heaviest loaded engine or the worst grades. If they meet near the center, in case of backing, a man must be placed on the lookout, so that any danger to the rearmost part of the train may be seen and the engineman at once receive notice. The backing must be done cautiously.—*Express-Gazette*.

Report on Gothenburg Collision.

The board of inquiry appointed by the Union Pacific to investigate the rear collision at Gothenburg, Neb., March 14, between train No. 12, the Denver Special, and train No. 4, the Atlantic Express, which caused the death of four persons and injury to several others, has submitted a report placing the responsibility for the accident. The board finds that at the time of the accident an extraordinary and unusual blizzard prevailed in the vicinity; that the safety appliances were operating perfectly at the time; and that the cause of the accident was the failure of the engineer, John Weinberger, of train No. 12, to properly observe the signals and place his train under control when passing the second block signal west of Gothenburg, the distant signal, and the failure to stop at the block signal located 1,100 feet west of the point of the accident. The report is signed by Charles Ware, general manager, and W. R. Cahill, superintendent of the Union Pacific, and by the general manager of the Gothenburg Telephone Company, and the cashier of the Gothenburg National Bank. Train No. 4 had stopped at the water tank near Gothenburg when it was struck by No. 12, which, according to the testimony of the conductor, was going at the rate of about 10 miles an hour, having slowed down at the caution signal. The coroner's jury which investigated the accident reported that the collision was due to the very unusual severity of the storm, making the observation of signals very difficult.—*Railway Age Gazette*.

Engineers' Strike Holds Up Canal Work.

Nine hundred men who have been working in shifts of twenty-four hours a day on the new New York barge canal, so as

to permit navigation to open on the Erie Canal early in May, spent a day in idleness because of the strike of fifty-one locomotive engineers for an increase of 35 per cent in pay and the discharge of three men.

The strikers are employed by the T. C. Gillespie Company, of New York, the contractors who are constructing a section of the new canal. The men demand \$30 a month instead of \$70. The striking engineers run the little locomotives which haul away dirt excavated by the steam shovels.—*New York Call*.

Drastic Saloon Order, Union Pacific R. R.

The Union Pacific R. R. has issued an order that any employee found going into or coming from a saloon will be immediately discharged. The order is made in the interest of safety and efficiency. The Union Pacific has had in effect for several years a regulation that no drinking man shall have anything to do with the moving of trains, but the new rule applies to clerks in the headquarters as well as to trainmen. It matters not under the new rule whether or not the employee takes a drink. If he is seen entering or leaving a saloon he will be immediately discharged.—*Railway and Engineering Review*.

Accidents.

Comparisons of statistics regarding accidents occurring under widely different conditions may not be highly instructive, but they may not be without significance. Accidents on railways, excepting those to trespassers, are largely due to shortcomings of the managements or employees. Those occurring in city streets are due directly to the carelessness or recklessness of those suffering or causing them, and indirectly to inefficient government. Some interesting comparisons can be made between the fatalities caused by accidents in the streets of New York City in the calendar year 1912 and those occurring on the entire railway system of the United States in the year ending June 30, 1912. The number of passengers killed in all train accidents was 139; the number of people killed by automo-

biles in New York City was 221. The number of railway passengers killed from all causes was 318; the number of persons killed by automobiles and street cars in New York City was 355. The number of passengers and railway employees on duty killed was 3,238; the number of persons killed by automobiles, trolleys and wagons in New York City was 532, or 16 per cent as large. The total number of passengers and employees killed, including employees not on duty, was 5,151. In other words, although the railways hauled 1,000,000,000 passengers a total of 35,000,000,000 miles, they killed fewer passengers in train accidents than were killed by automobiles in New York City, and fewer altogether than were killed by automobiles and trolley cars in New York City; and although they had working for them 1,700,000 men, there were 10.5 per cent as many people killed in the streets of New York City alone as there were killed of both passengers and employees in the entire country. It may not be amiss to add in this connection that while the railways killed an average of 29 people a day, 15 of those killed each day were trespassers whose deaths were due to the failure of the governments of this country to make and enforce proper laws. It may not be amiss to add further that while the railways were killing an average of 29 persons a day, only 14 of whose deaths can possibly be attributed to their fault or that of their employees, there were being committed in the entire country over 9,000 homicides, or an average of 25 a day, all of which, like the deaths of the trespassers, were due to inefficient government. When the number of people killed in the streets of a single city exceeds the total number of passengers killed on 245,000 miles of railway; when the number of trespassers killed on railways exceeds the total number of all other persons killed on railways; when the number of homicides in the country is 80 per cent greater than the number of fatalities that can, on any construction of the facts, be attributed to the fault of railways and their employees, it would seem that the governments of this country might well devote a little more

time to regulating their own shortcomings and a little less time to regulating the shortcomings of the railways. But that would not help to "keep the bunk in bunkum."—*Railway Age-Gazette*.

All Work and No Play in England.

The lives of certain classes of railwaymen in these days of congestion of traffic are as dull and cheerless as the grayness of the winter sky. The whole gamut of existence is monotonous in the extreme, for it is summed up mainly in bed and work, in the ratio of about seven hours of the former to 12, 13, or 14 hours of the latter, so that the margin for leisure (in these cases wrongly so-called) is very meager, and becomes even less when a wash and brush up and a comfortable meal at the end of a period of duty is taken into account. In fact, it dwindles so perceptibly that it is a difficult matter to find any margin at all. One factor that has a very serious bearing on this matter is the practice indulged in of calling men some hours before the time expected, and the natural consequence is that they have a feeling of lassitude and inertness that is of little value to themselves or to the company by whom they are employed, for it cannot be supposed that men in such a condition are going to show the vim and alertness that they would do if they had a natural period of rest and recreation. It is a detriment to the company and to the men themselves.

Unfortunately, it is not a very uncommon occurrence in the Sheffield district, on the Midland, and some steps should really be taken to rectify this undoubted grievance, for if the men principally concerned are to be believed there is nothing that they desire so much as an alteration for the better in this respect—one that would leave them unfettered for a time, when they could feel the breath of freedom in their nostrils, and could for a space give free rein to their natural aspirations and desires. Certainly there may be a few amongst them who are idolaters, inasmuch as they worship the golden image, and Midas-like, would desire that all they touched should turn into that precious metal. But for the sake of hu-

manity it is to be hoped that they are really few, and that even now they are leaving that lotus land behind them and are groping for the light that never fails.

The evils of such a system are so patent that comment is hardly needed, but an illustration of what is meant will perhaps suffice to sum up the matter. Suppose, for instance, that a goods guard finishes duty at 6 p. m., he will naturally wish to know what his job is for the day following, and perhaps the reply is 6 a. m., for so-and-so, and he goes on his way rejoicing in the thought that he will have a night out in order to commemorate such a rare occurrence. He quickly wends his way home, and over tea informs his wife to get ready, as he is going to take her to see the pantomime or the pictures, as the case may be, and the good woman is so overjoyed at the prospect that in her agitation she upsets her cup of tea on the clean tablecloth and does not murmur. However, they carry out the program that they have mapped out, and have a very enjoyable evening, returning home happy and contented, with the prospect of a fairly good night in bed to get refreshed for the morrow's toil. But he does not get it, for about 2 a. m. a knock comes to the door, and he is rudely awakened from his slumber, to be informed by the caller-up that he is required for 3 a. m. relief. No wonder he is grumpy and ill-tempered and consigns the railway and all connected therewith to perdition, for already the enjoyment of the previous night has evaporated, and what should have been a pleasant episode is only remembered with bitterness on account of what afterwards followed. This is where the alteration is required, and when a man has been told to sign on duty at a certain time it should be adhered to, without really something unexpected crops up that he is required earlier, a thing that may be occasionally excused.—*London Railway Review*.

In New York City the New York, New Haven & Hartford was fined \$500 for violating the smoke ordinance. The offences occurred some time ago in the yard at Harlem river, where electric locomotives are now being introduced.

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CHARLES H. SALMONS - Editor and Manager

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MAY 1913.

Universal Suffrage.

With the moralizing wave of shorter hours and minimum wage as a panacea for social evils, comes the wider demand for universal suffrage, which in the United States has gained rapidly, but in England the struggle has resulted in an astonishing degree of violence, especially among the women, who are trying to force the issue by committing depredations that would send men to prison for life, or into exile; and, while we do not sanction the process, every student of history must recognize the fact that all the privileges which have been gained in monarchal governments, whether political or otherwise, have come because some factor of society could gather strength to do harm to another factor which was in control of the application of the objectionable feature of government.

Beginning with King John, who was compelled by a coalition of the barons

and common people to sign the Magna Charta, the first light of liberty, each step toward equality and equal rights has been brought about by the same process; and any voice of the common people in public affairs which had any individual independence in it, has been of extremely slow growth, grudgingly granted, little at a time as the country grew democratic in sentiment.

In England, so long as the House of Lords retained the veto power, political suffrage was always sufficiently one-sided to guard the power of wealth as against the mass of workmen and common trade people; but the ancient House of Lords has lost its greatest power and now, instead of dominating, it finds itself rather in the position of being tolerated by public opinion and the House of Commons; and the old opposition to greater political suffrage, being negated by loss of power of the House of Lords, we begin to hear the political cry of One Man, One Vote!—certainly a much-needed reform in England, where property qualification disfranchises great numbers and the same qualification makes it possible for one person to vote in as many localities as he may be able to qualify in, because of owning property in the voting district.

And now the British Ministry has taken hold of this ancient abuse of plural voting, and if plural voting is dethroned it will necessarily follow that the right to vote and have a share in the affairs of government will be extended to large numbers now excluded from that privilege.

The agitation of this subject in other European countries has evidently had an influence in awakening the political powers in England to this great moral need and political necessity.

Workingmen and tradesmen in Belgium, it seems to us, have had as little to complain of as those of England. Belgium has universal suffrage—all citizens twenty-five years of age are electors—but there are certain qualifications which grant the right for one elector to have three votes. Each college graduate in Belgium has three votes; the wealthy class have two votes, while the non-

college men have but one vote, and while they vastly outnumber the degree holders, they possess but one vote, and the wealthy usually cast their two votes with the college men with three, and both vote to keep extreme conservatism in power.

The non-college men and the great mass of working people have little chance of political success under these constitutional inequalities. So the Socialists, Syndicalists, and many well-to-do men of affairs who have but one vote, organized the great general strike of April 14 for the purpose of compelling a change in the constitution so that One Man, One Vote! shall apply to all alike.

It is a violent remedy calling for great sacrifice on the part of many who live from "hand to mouth," even if there is no physical violence; but these tactics seem to be a European need whenever a constitutional injustice is to be cured, and, while the denial of justice by those in power is the prime cause of these vigorous contests, the laboring classes usually get all the blame for the ills that come from the militant or *stop work* efforts to get justice.

Labor Leaders.

We hear many assertions from enemies of organized labor that the leaders are inciters of trouble; that they agitate the men they represent and bring on strikes that are unjustified, in order to hold their jobs.

That the reverse is the fact is well known by all members of these organizations, who know that they are always at work modifying radical sentiment and educating the members as to their duties to each other and in their relations to the employer; and when there is a strike, in nearly all cases there is, at least as the members think, a good reason for insistence that the leader take up the cause, investigate, cure if possible, and if not, lead them in their contest.

We have just seen a large gathering here in Cleveland paying tribute to Harry D. Thomas, secretary of the Central Federation of Labor, who had worn himself out in his continued efforts

for others; and among the speakers were Mayor Baker of Cleveland, Dean Frank Du Moulin of the Episcopal Trinity Cathedral, Rev. Worth M. Tippy, pastor of the Epworth Memorial Church, Thomas Fitzsimons, member of the Constitutional Convention of Ohio, W. G. Lee, President of the B. of R. T., W. G. Savage, representing the miners of Ohio, Attorney Robert Newcomb, Robert E. Lewis, Secretary Y. M. C. A., and others.

The Dean said among other things:

"Greater love hath no man than this, that a man lay down his life for his friends. Being dead, he yet speaketh."

That is his example of pointing to the right way, avoiding trouble if possible, and applying the Golden Rule in his leadership of those he represented, and fighting for that principle when driven to it.

Mr. Newcomb referred feelingly to Mr. Thomas's earnestness, sincerity and persevering efforts in behalf of labor.

Another speaker said:

"Above everything else he was tolerant."

Mayor Baker in his remarks said;

"Cleveland has need of such just gentle spirits," and that he felt keenly the loss of this leader of men.

Those who undertake to belittle the efforts of the labor leader, and, incidentally, combat the whole effort of organized labor to uplift humanity, may well contemplate this grand tribute to one of the thousands who are putting forth their best efforts for justice for those they represent, with peace if possible; but a true representative, whatever duty comes to them to perform; and the class who condemns and casts a sneer at the labor leader should think whether or not their standing in the community will cause a gathering of men to recount the good they did for the uplifting of humanity. Perhaps they may profit by the comparison and modify their views of the labor leader.

Our Duty as Members.

Our expulsion list in this number makes one recognize the fact that "the integrity of men is to be measured by their conduct, and not by their professions."

Every one in this long list has professedly joined the B. of L. E., and in doing so of his own free will, bound himself to abide by its laws, and of course share in its benefits. They have gained the confidence of those who elected to admit them to membership and fellowship. Our Order, like every other factor in society, is built upon trust, and trust upon confidence in one another's integrity, and it hardly seems possible that these men listed in the expelled column for non-payment of dues, recognize their serious breach of confidence, and breach in their integrity when they ignore their obligations by non-compliance with their obligated duty to help support the institution which has for its whole purpose the protection and elevation of locomotive engineers; many perhaps have carelessly allowed themselves to get in this undesirable column. Others may have been financially distressed, but such a one should tell his Brothers and test their sincerity of obligation and get the help that would always come, when we are honest with our fellow members, and have a valid reason for asking assistance, or to be carried until the distressed period is passed. No member of the Order should for a moment forget that when he obligates himself to the B. of L. E. he is directly obligated to the members with whom he is immediately associated, and that he cannot be recreant to his obligation to the organization without being so to the members of the Division who admitted him to membership. If they think they have some grievance they should feel that they are dealing with Brothers, and take it to the Division and have it corrected, or take Shakespeare's advice and resolve that, "I will chide no brother in the world but myself, against whom I know most faults." At least let us hope all members will recognize their obligation—meet it, and keep their names out of the list of backsliders who neglect to perform an obligated duty.

To Whom It May Concern.

Our late Brother, Geo. A. Eggleston, member of Div. 182, Little Rock, Ark., aged 61, carried insurance payable to Mrs. Henrietta Eggleston, or his lawful

heirs. Mrs. Eggleston having died nearly four years prior to the date of Brother Eggleston, leaving the insurance payable to his lawful heirs, who are unknown to the Insurance Department; hence the necessity of requesting all those who may be related to the family to write to the department stating their relationship and giving their address to Brother W. E. Futch, President, 1136 B. of L. E. Building, Cleveland, O., so that the policy may be paid to the rightful heirs. Insurance Secretaries will oblige by rendering assistance in finding, or assistance to those who may hold relationship to our deceased Brother Eggleston.

National Legislation.

The report of the National Legislative Representative has been distributed, and each Division should have received two copies.

Bro. H. E. Wills especially invites attention to the matter, and suggests especially a careful reading of the "History of the (S. 5382) Workmen's Compensation Bill," the subjects of "Power Headlights," on page 17, the "Administration of "Safety Appliance and Hours of Service Laws," on page 18, and "Comments," on page 32.

Extra copies of this report may be had, as long as they last, upon application to H. E. Wills, 101 B Street S. E., Washington, D. C.

LINKS.

It is with great pleasure that we announce the appointment of Bro. J. C. Rhodes, member of Div. 525, to the position of master mechanic at Estherville, Ia., on the Minnesota division of the C. R. I. & P. Ry.

Brother Rhodes is a man of considerable experience in the railroad business, having entered the service of the L. S. & M. S. Ry. Co. as telegraph operator in 1889, remaining there about three years.

He next accepted a position with the B. C. R. & N. Ry. Co. at Cedar Rapids, Ia., remaining there about one year.

In 1896 he accepted a position with the S. H. & E. Ry. Co. as utility man, filling the position of conductor, fireman, op-

erator and station agent, resigning this position to accept service with the C. R. I. & P. Ry. Co. as locomotive fireman at Trenton, Mo., afterwards transferring to the West Iowa division of the same road.

He was promoted to engineer, West Iowa division of the C. R. I. & P., October 29, 1901, and promoted to road foreman of equipment, East Missouri division, with headquarters at Eldon, Ia., in 1911.

Brother Rhodes served on the local and general committee while a member of the B. of L. F. & E.; also held the office of division representative to the G. C. of A. after he became a member of the B. of L. E.

While acting in these capacities he was found faithful to the organizations which he represented, and at the same time dealt fairly with the company.

Knowing him as we do, Div. 525 bespeaks for him success in his new field of labor, and, in our judgment, the officials could not have made a better choice. We know from past experience that he will be fair with the men under him, as well as the company he represents.

The Brothers of Div. 525 join in extending him their heartiest congratulations and wishing him the best of success.

Yours fraternally,

J. E. LOUDRY,
Sec.-Treas. Div. 525.

HAVING seen through our honored JOURNAL the promotion of several of our good Brothers to the position of road foremen of engines, and in some cases to superintendent, I wish to congratulate those good Brothers and wish them good luck, and to say through the JOURNAL that Mr. John Howard, superintendent of motive power of the N. Y. C. & H. R. R., has paid honor to some of our Brothers of Div. 145 by promoting them to positions of master mechanic and road foreman of engines.

Some few months ago Bro. Wm. P. Davis was promoted to road foreman of engines on the Hudson division, and later he was made master mechanic of the Harlem division.

Brother Davis was a passenger engineer on the Hudson division, and it is safe to say that our S. M. P. made no mistake

when he promoted Brother Davis to master mechanic.

We believe he will fill the position with credit to himself, with fairness to the men, and with entire satisfaction to the company.

We wish Brother Davis success in his new position.

Fraternally,

JAS. McCAFFERTY, Div. 145.

ON our regular meeting night, March 25, Div. 136 was pleasantly surprised by Sister Baden, wife of Chief Engineer Wm. Baden. Cards, dancing and a fine spread were enjoyed by all present; also a short program.

The Sisters of the G. I. A. outnumbered the members of Div. 136—so we had to sit down and be good when told.

ONE WHO WAS GLAD TO BE THERE.

ON Friday evening, April 4, 1913, the members of Div. 699, B. of L. E., and Lodge 79, B. of L. F. & E., and their families held another annual banquet and ball at the Armory.

A fine literary and musical program was furnished by members of the different families under the supervision of Miss Pearl Wallace, daughter of our Secretary-Treasurer, Bro. W. A. Wallace, which was thoroughly enjoyed by all.

There being a number of the Brothers and ladies who do not trip the light fantastic, card tables were provided, so that all might pass a pleasant evening.

Music was furnished by the Hoskins Orchestra of Oto, Ia., which made those who could not dance wish they could.

An invitation was extended to our trainmaster, Mr. N. P. Mills, and wife; our foreman, Mr. T. F. Shannon, and wife, and our chief dispatcher, Mr. W. E. Ausman, and wife, which was cheerfully accepted.

All departed for their homes in the wee sma' hours of the morning, hoping to again have the opportunity of participating in another of these enjoyable events.

Yours fraternally,

L. P. NELSON, Div. 699.

ON March 22, 1913, Div. 531, Algiers, La., appointed the following committee of engineers—Bros. W. T. Christy, F.

W. Mathews, A. P. Dupuis, E. E. Conery, A. J. LeBlanc, A. B. Walter, C. F. Garrick, E. Judlin, and F. J. Meyers—to pay a visit to Mr. W. M. Hobbs, who for the past several years has filled the position of General Superintendent of the Morgan, Louisiana & Texas Railroad, for the purpose of presenting him with a set of engrossed resolutions, as follows:

ALGIERS, LA., March 22, 1913.

Mr. W. M. Hobbs, New Orleans, La.:

DEAR SIR: At a regular meeting held by Div. 531, B. of L. E., the following resolutions were adopted:

Be it Resolved, That it is with the most profound regret that we, the engineers of the Morgan, Louisiana & Texas Railway, have learned that you have severed your connection with the company you have heretofore served so faithfully.

Kind sir, permit us in this manner to express our sorrow at your departure, and to extend our best wishes for your success in your new field of labor.

In your capacity as General Superintendent of our road you have demonstrated the fact that a man can be a loyal and faithful official, working for the best interests of his company, and at the same time be a friend to those under his supervision and enjoy their confidence, respect and esteem.

We know that you have discharged the duties of your position conscientiously and efficiently, always intent upon the best interests of the company; but we also know that you have been a friend to us, and that your treatment to us has been courteous, kind and fair.

You have at all times patiently listened to our troubles and grievances. You have fairly considered and honestly endeavored to adjust them.

The treatment which we have received at your hands has won our admiration and esteem, and in your going away we therefore feel that we are sustaining a personal loss.

We desire to assure you of our appreciation for your many kind words, and of our best wishes for your future welfare and happiness.

Committee: F. W. Mathews, E. E. Conery, D. Gerrets, A. B. Walter, A.

Mouton, J. J. Clark, A. P. Hessler, A. P. Dupuis, J. P. Walter, C. E.; E. H. Cayard, Sec'y-Treas.

(Signed)

W. T. CHRISTY,
Chairman.

They also presented him with a handsome silver berry bowl, donated by the engineers.

Bro. W. T. Christy made the presentation speech, which was delivered in a few well chosen words. The occasion was such a surprise to Mr. Hobbs that he could not find words to express his gratitude, but assured the engineers that he would consider it one of the pleasantest moments of his life and would always remember them among his best friends, and thanked them very much for their gifts, which he said he appreciated very highly.

The engineers were treated very nicely by Mr. and Mrs. Hobbs. All spent a very pleasant evening, the only regret was, as Mrs. Hobbs expressed it, that there were not more engineers able to be present. Yours fraternally,

E. H. CAYARD,
Sec.-Treas. Div. 531.

VAN HORNE DIV. 528, Brotherhood of Locomotive Engineers, and the local shop employees of the Canadian Pacific Railway, tendered a reception and banquet in the B. of L. E. Hall, East London, Can., to Brother and Sister Charles Clarke to mark the retirement of Brother Clarke from the road on account of ill health.

Brother Clarke was born at Stockport, England, 65 years ago, and came to Canada in 1858, settling in Peterboro. He was a sailor on the Great Lakes for two years, and took up railroading when only 19 years of age.

Brother Clarke began his railroad career on May 13, 1867, as fireman, and was promoted to engineer on May 3, 1871, on the Pt. Hope, Lindsay & Beverton Railroad. This road only ran this Lindsay at the time, and was afterwards called the Midland Railroad of Canada, but is now part of the G. T. R. R. system.

In those days they were all wood burners. After running two years on the above road he went on the Toronto &

Nippissing, which is also part of the G. T. system now. On this road he was eight and a half years. Four years of this time he ran an engine that used to go by the name of the double header called the "Farley," as all engines in those days were named instead of being numbered, as at the present time. He left the above road in 1882 and went on the Credit Valley, now part of the C. P. R. R. system, and has been on that road ever since till last May, when he met with an accident to his ears by the whistle of his engine, which blew so long it quite deafened him for some time, but now, we are glad to say, he is much improved. During this time Brother Clarke served on nearly all general and local committees and held all offices in the Division, and was delegate to the convention at Richmond, Va., in 1889; was also delegate to the Los Angeles convention in the year 1904.

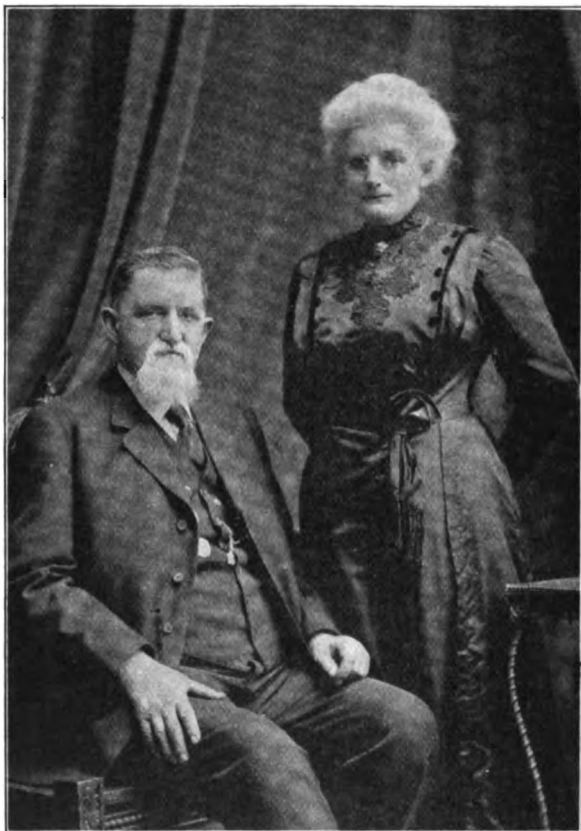
A peculiarity in Brother Clarke's life: He started to work as fireman in May, as engineer in May, was married in May, and met with the accident which affected his hearing in May.

Bro. W. B. Prenter, First Grand Engineer, accompanied by Mrs. Prenter, was present by invitation and read the following address, presenting a Morris chair to Brother Clarke and a silver tea service to Mrs. Clarke:

LONDON, ONT., February 21, 1913.

Mr. and Mrs. Chas. Clarke, London, Ont.:

We, the officers and members of Van Horne Div. 528, Brotherhood of Locomotive Engineers, and shop employees of the Canadian Pacific Railway Company of London, cannot allow this opportunity to pass without expressing in some tangible form our appreciation of your valuable friendship and advice which has been so cheerfully given, both to the Brother-



BRO. CHAS. CLARKE, DIV. 528, AND WIFE.

hood and community at large. Your sympathy in times of sorrow, from the most humble home to that of the highest officials of the road, has been like unto Him who gave his life for us all, in that you have been ready to sacrifice your time and pleasure for others, either day or night, and we pray that your life may be spared for many years to minister with us as in the past.

We are not forgetful of your dear wife, who has been equally helpful and has been like an angel of mercy with her kindly smile and words of sympathy.

We beg your acceptance, dear Brother, of this chair, and the accompanying silver tea service to our dear Sister, as slight tokens of our affection and esteem.

Signed on behalf of the Division and Shop Staff of C. P. R. R., London:

Jas. Roddrick, Geo. Dowling, Geo. Prodder, Richard Burr, Jno. Gartley, Wm. Upthegrove, Geo. Banks; Geo. Blencoe, Chairman.

The banquet, which was attended by one hundred people, was provided by the

Ladies'-Auxiliary of the Division. Bro. Geo. Blencoe presided, and addresses were given by Brother Clarke and Brother Prenter, who related interesting reminiscences of their life on the road. The program included well-rendered musical selections by Richard Burr and Miss Brock; violin and piano numbers by Mrs. and Miss Potts; solos by Miss Kunz, Percy Dowling, Miss Routledge and Miss Kernohan; a duet by Master and Miss Pendleton; readings by Miss Purvis and Master Upthegrove. Little Miss Russell delighted all present by cleverly dancing the Irish Washerwoman. A selection on the bagpipes by James Hamilton was also well received.

In spite of his long years of active service Brother Clarke still enjoys the best of health and likes to mingle among his old friends, the railroad men, who wish him every good thing, with the hope that Brother and Mrs. Clarke may enjoy life many, many years to come, feeling sure that in reviewing his past he will look serenely upon the future, as pictured in Cy Warman's poem entitled:

"WILL THE LIGHTS BE WHITE?"

Oft when I feel my engine swerve,
As o'er strange rails we fare,
I strain my eye around the curve
For what awaits us there;
When swift and free she carries me,
Through yards unknown at night,
I look along the line to see
That all the lamps are white.

The blue light marks the crippled car,
The green light signals slow,
The red light is a danger light,
The white light, "let her go."
Again the open fields we roam
And, when the night is fair,
I look up in the starry dome
And wonder what's up there.

For who can speak for those who dwell
Behind the curving sky?
No man has ever lived to tell
Just what it means to die.
Swift towards life's terminal I tread,
The run seems short tonight;
God only knows what's at the end—
I hope the lights are white.

Fraternally yours,

G. A. DOWLING, S-T. Div. 528.

THE first fifth Sunday union meeting of Kansas City was held March 30, under the auspices of the seven Divisions of the B. of L. E. located in Kansas City, Mo., and

Kansas City, Kas., and all the Divisions within a radius of 150 miles of Kansas City, and was considered a grand success by those present. The meeting was called to order by Bro. Lon B. Swearingen, chairman of the committee, consisting of Bros. Swearingen, J. R. Quigg and J. S. Helms, all of Div. 824, who had made arrangements for the meeting. Bro. E. S. Edwards of Div. 824 was chosen temporary secretary, and Bro. J. C. Sweney of Div. 81 as temporary publicity secretary. The chairman, Brother Swearingen, decided that as there were so many speakers of ability to be heard, that the business of forming a permanent organization would be deferred until the speakers had been heard, and to allow the Brothers present to form an opinion as to what they wished to do.

The first speaker called upon was Bro. Myer Hurley, for many years Chairman of the G. C. of A. of the A., T. & S. F. system, and at present a member of the Public Utilities Commission of Kansas, who needs no introduction to an audience of engineers of the West. Brother Hurley spoke on the advisability of continuing the fifth Sunday meetings, and complimented the committee on having so large an attendance at the first one. He pointed out that there was a great work that could be done at these meetings.

The chairman then called upon Bro. J. E. Moran, chairman of the G. C. of A. of the Missouri Pacific system, and the man who you all know has so ably filled the shoes of his well-known predecessor, who is now Assistant Grand Chief Engineer. Brother Moran spoke of attending a union meeting in the East; he said that the protective feature was the main feature of our organization, and he told us of trackage that had been taken over by his system that was unorganized, and where the men were drawing \$90 a month as engineers, and now the same men are drawing double that amount under the organization. He also spoke on the duties of local chairmen, and suggested that we give him our support at all times and not to kick about him on the outside, but that if there is a complaint to be made to make it in the Division room.

Bro. G. W. Smith was the next speaker

called upon. Brother Smith has been chairman of the G. C. of A. of the C., B. & Q. system since the first days of organization of the road in 1903, and has been compelled to overcome difficulties that other chairmen know but little about, and through his efforts he has now one of the best organized systems in the West. Brother Smith spoke partly on attendance, and said that it was his opinion that the surest way to disrupt the B. of L. E. was not to attend the meetings, and that the way to make the Order what it has been and what it should be was to attend all of the meetings; he advised the Brothers that we should all co-operate to get new members, and that there are entirely too many non-members running engines. Brother Smith called our attention to the time when he received \$3.80 per 100 miles in way freight service, and he would now receive \$5.50 in the same service. He also said that at any time we held a union meeting of this kind he would be glad to favor us with his presence.

Brother Swearingen then called upon Bro. C. G. Brittingham of Div. 611, chairman of the legislative board of Missouri. Brother Brittingham spoke of the benefits to be derived from these fifth Sunday meetings, and that the money spent in holding them was well spent. He spoke of the duties of organized labor from a moral standpoint and the number of women and girls that were compelled to work for small wages to live. Brother Brittingham also told us of his work before the Missouri Legislature just ended. He fostered and succeeded in passing the Engine Bill, to promote the safety and comfort of the man in the cab, the Election Bill to allow the railroad men who were away from home to vote, and he helped to pass the Public Utilities Bill, on which there was a hard fight, the Firemen's Electric Headlight Bill, and the Trainmen's Full Crew Bill.

The chairman then called upon Bro. James Duree of Div. 179, Chairman of the Legislative Board of Kansas, who spoke on the legislation in Kansas. Brother Duree succeeded in passing a bill making it a misdemeanor to interfere with the position of any switch, switch-

light or other fixed signal, thereby doing away with many of the startling surprise tests. He also passed an anti-injunction bill that is the best that has been done in that class of legislation in any of the Western States. Brother Duree said that the greatest proposition before the B. of L. E. today is what to do with the extra men, and that 40 per cent of the B. of L. E. is composed of extra engineers.

Brother Van Pelt, chairman of the G. C. of A. of the Kansas City Southern, was the next speaker called upon. He said among other things that he was in favor of these union meetings and thought that they would serve to bring about more attendance; that we should stick to the principles of the Brotherhood and that the prime object of the organization was to keep up the wages.

The chairman then called upon Bro. J. E. Thomas, of Div. 234, of Topeka, who talked on the Brotherhood, what it had been, what it is and what it will be. He likened the Order to a lighthouse standing on a rock in a storm-swept sea, buffeted by the waves of criticism for the number of years of its existence, but which had never been shaken. Brother Thomas also made the Brothers laugh with a couple of stories.

After the Brothers were through talking the regular order of business was resumed, and Bro. Lon B. Swearingen of Div. 824, was elected to the position of permanent chairman of the Kansas City Fifth Sunday Union Meeting. Bro. J. C. Sweney of Div. 81, was elected as permanent secretary, and Bro. H. O. Huskey of Div. 824 was elected to the position of publicity secretary. The secretary was instructed to write to each of the Divisions of the two Kansas Cities and request them to appoint one member, the seven of which will constitute an executive committee to arrange for the next meeting to be held the fifth Sunday in June, which is June 30, 1913. Members of all Divisions within a radius of 150 miles of Kansas City are hereby notified that by action of the meeting they are considered members of this union meeting.

Bro. Jas. Corrigan, Insurance Secretary of Div. 491, and for 45 years a mem-

ber of our Order, was with us wearing the honorary medal given him by the G. I. D. Brother Corrigan introduced a resolution that we indorse Bro. Fred Williams of Div. 178 for appointment on the Missouri Public Utilities Commission. The resolution was supported by Brother Goodwin of Div. 178, and was adopted by the meeting. The Brotherhood has been fortunate in having Brother Hurley appointed to the Commission of Kansas, and if Brother Williams is appointed on the Commission of Missouri, we will feel that we are well represented in both States. Brother Goodwin of Div. 178 was appointed by the chair to carry the best wishes and compliments of the Kansas City union meeting to the Jacksonville union meeting.

We know that many of the Brothers in and around Kansas City have been very careless in the matter of attending Division meetings, and we hope by these union meetings to create an interest that will better the attendance.

All members of the Brotherhood who can be in Kansas City on June 30 are invited and urged to attend.

H. O. HUSKEY,

Publicity Secretary, Kansas City U. M.

ONCE again the months have rolled around until one with a fifth Sunday has arrived. No one except those who attend the Fifth Sunday Meetings can realize what it means, and with what anticipation the Brothers who attend these meetings look forward to the fifth Sunday.

At the request of Chairman Baumer, the committee met at 1 p. m., and upon the writer's arrival at the exhibit rooms at 12:50 p. m., I was pleasantly surprised to find a number of the Brothers had already arrived and were enjoying themselves looking over and arguing the good and bad features of the exhibits displayed in the show rooms of the Railway Supply Company, in whose assembly hall on the same floor we are holding our meetings.

By 1:30 it was evident we were going to have a large crowd, as many visitors from outside points were arriving, coming from Cleveland, Rock Island, Logansport, and, in fact, from all directions.

The afternoon meeting was called to order at 2 p. m. by Chairman Otto Baumer, and when the Brothers were all corralled it was found that the seating capacity of the hall was not large enough for the crowd; so the large curtains which partition the assembly hall off from the exhibit rooms were thrown back and seats brought up, and at 2:10 p. m. everyone had a seat and the meeting proceeded.

On account of Mr. W. D. Cantillon, General Manager of the C. & N. W. Ry., having been called South, and Brother Ensign, federal boiler inspector disappointing us, the program as printed on the notices sent out had to be changed; substituting Mr. R. Quayle, superintendent of machinery on the C. & N. W. Ry., and Mr. Garrett, vice-president of the Chicago & Great Western Railway.

Mr. Quayle was introduced as the first speaker. He is one of those men who has the happy faculty of holding his audience and, after explaining that he had been invited to address the meeting in place of Mr. Cantillon, and that he accepted the invitation with great pleasure, he gave us a most interesting and instructive talk, touching on almost every subject of interest to the locomotive engineer—rates, boiler bill, regular engines, boiler inspection, waterglass and gauge cocks, explosions, precaution the C. & N. W. had taken in construction of crown-sheets, making it almost impossible for boiler explosions to occur; and wound up his hour address with a fine tribute to the engineers on the C. & N. W. Ry., stating that at the present time they were better than at any time in the history of the road.

Mr. Quayle's address was listened to with rapt attention and, when finished, a hearty applause was given.

Mr. Quayle remained until Mr. Garrett, vice-president of the C. & G. W. Ry., had delivered his address.

Brother Baumer next introduced Mr. Garrett, who had his audience going from the start, giving us some very amusing stories of himself and his experiences when he first started railroading as an attache of the claim department. He gave us some interesting history on the

Chicago & Great Western; gave the three principles which he insisted railroad men should live up to, which were Loyalty, Sobriety and Honesty. These are the cardinal principles upon which he chooses men for promotion. He gave us a good talk about drinking and railroading, putting it to us that the booze-rail cocktail was a thing of the past. He urged legislation for a trespassing law as a safeguard for the nerves of the men and the doing away with the enormous slaughter on the American railroads. He recited a beautiful piece entitled "The Good Old World."

In all Mr. Garrett's address was fine and was received with great enthusiasm by the audience. Come again, Mr. Garrett, you are just the kind of speaker we are looking for.

Brother Prenter, F. G. E., then gave a short talk explaining how much good the Fifth Sunday Meetings were doing, inasmuch as it was giving the rank and file an opportunity to listen to the railroads' side of the question, giving the Brothers an opportunity to compare notes and get acquainted; paying Mr. Quayle a very nice compliment in regard to having done away with the pool and giving the men regular engines.

Mr. Quayle and Mr. Garrett then left amid loud applause.

Meeting was then turned into a closed one and Brother Condon, legal adviser for the State Legislative Board at Springfield, was introduced.

Brother Condon ran an engine fifteen years but has been practicing law several years, and is quoted as being one of the best lawyers in the State of Illinois.

I want to tell you stay-at-homes that you missed something when you missed Brother Condon's talk. Why, Brothers, he talked for over an hour and every word rolled straight from his heart. He urged us to take personal pride in our work; to work for the interest of the railroad upon which we are employed. He went way back, giving some interesting information of what the pioneer B. of L. E. man was up against. Gave us the history of the B. of L. E. and its inception fifty years ago. Urged that a grand anniversary celebration be held on

August 17 next, the fiftieth birthday of our Order.

Brother Condon requested that each engineer write a personal letter to the senator and representative from his district demanding their support to our Legislative Committees and the bills they are pushing. His talk was interesting and instructive.

Brother Prenter then came back at us with one of those talks that goes straight home to members. He touched on several subjects, and his talk was received with great interest.

Brother Culp gave a short talk and answered numerous questions in regard to headlights and other subjects.

Bro. C. E. Long, Secretary of the Legislative Board, talked on work done.

Meeting closed with prayer by our worthy chaplain, Brother Bain, Div. 394.

Evening meeting was called to order at 7:30 o'clock and opened with prayer by Brother Bain, followed by reading of minutes of last regular meeting by Secretary Frank Warne.

Brother Edwards, of Div. 519, proposed that there be a Local Chairmen's Association formed to meet at our meeting hall on the Fifth Sunday morning to compare notes and get a line on what the other fellow is doing, or what conditions exist on other roads, the hours of meeting to be from 9 to 12 a. m.

After considerable debate the above was made in the form of a motion and carried, and the Secretary instructed to notify all local chairmen of all Divisions in Chicago.

Brother Smith, of Div. 231, brought up the question of Memorial Service, which falls on the second Sunday in June. After considerable argument as to what Division would take charge, a motion was made that the Fifth Sunday Union Meeting Committee be given charge of the Memorial Service. Motion was carried.

Bro. C. D. Mahoney, Chief of Div. 96, then gave us a talk, and among other things suggested that we invite all engineers, regardless of whether they belong to the B. of L. E. or B. of L. F. & E. to our next fifth Sunday afternoon meeting.

After some debate it was decided that this should be done.

Brother Busch, of Div. 10, then explained that his Division was going to celebrate the 50th anniversary of the B. of L. E. in August, the celebration to cover two days, the 7th and 8th. The feature of the first day is to be the initiation of a class of 50 engineers into our ranks by a Grand Officer in the afternoon, and an entertainment and supper in the evening. The 8th is to be given over to a B. of L. E. ball. The candidates for the initiation services are to be recruited from all Divisions in Cook county, the said Divisions to participate in the celebration. This was put in the form of a motion and carried.

Brother Prenter gave us a good lining up. You have all heard how he can hand it out. If you have not heard him all I have to say to you is that you do not know what you are missing, and you better line up and get where you can hear him.

Brother De Silvey, Chief of Div. 745, Cleveland, O., was introduced and gave us a fine talk on the good of the Order, union meetings, new membership, and other subjects. I tell you, Brothers, it makes one feel good to listen to such men as Brother De Silvey.

Brother Fowler, Chief of Div. 20, of Logansport, made some very interesting remarks.

Brother Bain, Div. 394, talked on the good of the Order and gave graphic pictures of hardships endured by engineers in the early days of the B. of L. E.

Brother Condon then gave one of the most masterful addresses I have ever had the pleasure of listening to. His subject, the uplifting and missionary work among engineers, was most wonderfully handled, and his hearers were spell-bound during his address of over one hour.

One Brother was missed to whom we have always listened with the greatest reverence—the Grand Old Man of the union meetings—Bro. Thos. H. Hiner, of Div. 23, Memphis, Tenn.

Brother Hiner has missed only two union meetings since the start, and we have come to look forward to and expect the beautiful talk which the dear Brother knows so well how to give. Brother Hi-

ner could not get here but wrote your humble servant a letter which was read at the meeting.

Meeting was closed at 10:20 p. m. with prayer by Chaplain Bain.

Yours fraternally,
JAS. A. ELLIS, Correspondent
Chicago Union Meetings.

SPECIAL NOTICES

Sec. 89. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Information is wanted of the whereabouts of Fred W. Diedrich. When last heard from two years ago he was braking on the P. C. C. & St. L. Ry., out of Indianapolis, Ind. Kindly address his father-in-law, Bro. Claude A. Sittason, member of Div. 343, 1826 E. Elm st., New Albany, Ind.

Wanted—To know the present whereabouts of one Forest Ward, an engineer, whose family has not heard from him for fourteen years. Kindly address his sister, Mrs. G. Levick, Butler, N. J.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Detroit, Mich., April 3, tuberculosis, Bro. Dennis Crotty, member of Div. 1.

Jackson, Mich., March 29, Bro. John H. Bentley, member of Div. 2.

Kalamazoo, Mich., March 22, Bro. J. C. Cothrell, member of Div. 12.

Galion, O., March 31, Bro. Geo. B. Crumb, member of Div. 16.

Galion, O., March 18, Bro. Wm. Riester, member of Div. 16.

Wellton, Ariz., March 14, burst blood vessel, Bro. A. J. Bell, member of Div. 28.

Phillipsburg, N. J., March 25, abscess, Bro. Allen Dodd, member of Div. 30.

Newark, O., March 17, kidney trouble, Bro. Geo. B. Stratton, member of Div. 36.

Portland, Me., March 18, cancer, Bro. W. H. Small, member of Div. 40.

Watkins, N. Y., March 19, Bro. Jerry S. Buckley, member of Div. 41.

St. Louis, Mo., March 31, Bro. Thos. Walsh, member of Div. 42.

Philadelphia, Pa., April 5, old age, Bro. Joshua Earnshaw, member of Div. 45.

Albany, N. Y., March 15, consumption, Bro. H. D. Fairbanks, member of Div. 46.

St. Louis, Mo., April 4, heart failure, Bro. H. D. Boult, member of Div. 48.

Philadelphia, Pa., March 21, Bro. J. M. Barben, member of Div. 51.

Port Jervis, N. Y., March 27, complication of diseases, Bro. W. J. Branch, member of Div. 54.

Pawtucket, R. I., March 25, Bro. F. L. Thornton, member of Div. 57.

Lynn, Mass., March 29, pneumonia, Bro. James L. Davis, member of Div. 61.

Marietta, O., March 23, paralysis, Bro. D. A. Scott, member of Div. 65.

Olean, N. Y., March 4, dropsy, Bro. J. M. Hurley, member of Div. 69.

Philadelphia, Pa., March 3, suicide, Bro. John W. Kiple, member of Div. 71.

N. Platte, Neb., April 5, Bro. Dennis J. O'Brien, member of Div. 88.

Pittsburgh, Pa., March 22, Bright's disease, Bro. Jacob D. Hemphill, member of Div. 148.

Burlington, Ia., March 27, pernicious anemia, Bro. R. Maxwell, member of Div. 151.

Garrett, Ind., April 6, Bro. F. F. Beard, member of Div. 153.

Garrett, Ind., March 13, pneumonia, Bro. J. G. McLaughlin, member of Div. 153.

Cedar Rapids, Ia., April 2, cancer, Bro. W. C. Byers, member of Div. 159.

Wellsville, O., March 7, bladder trouble, Bro. E. A. Maley, member of Div. 170.

Muskegon, Mich., March 29, locomotor ataxia, Bro. John M. Watson, member of Div. 176.

Parsons, Kans., March 13, Bright's disease, Bro. W. E. Owens, member of Div. 179.

Leross, Sask., Can., March 20, cancer, Bro. J. W. Mitchell, member of Div. 188.

Los Angeles, Cal., March 13, paresis, Bro. Toff Wicks, member of Div. 199.

Savanna, Ill., April 8, apoplexy, Bro. John J. Benson, member of Div. 200.

Temple, Tex., March 22, Bro. Pat Scully, member of Div. 206.

Montpellier, O., April 7, derailment, Bro. R. Mullen, member of Div. 218.

Longview, Tex., March 29, boiler explosion, Bro. T. A. Coles, member of Div. 219.

Chicago, Ill., March 13, kidney disease, Bro. J. F. Slusser, member of Div. 221.

City of Mexico, Mex., April 3, Bright's disease, Bro. J. R. McLaughlin, member of Div. 224.

Carthage, N. Y., March 26, locomotor ataxia, Bro. Joseph J. Jennings, member of Div. 227.

Syracuse, N. Y., March 21, apoplexy, Bro. Wm. H. Storm, member of Div. 227.

Wilkesbarre, Pa., April 3, Bro. Chas. W. Allegar, member of Div. 235.

Florence, S. C., March 10, Bro. J. W. Wilson, member of Div. 265.

W. Oakland, Cal., Jan. 17, Bro. E. N. White, member of Div. 283.

Altoona, Pa., March 31, Bright's disease, Bro. Roy R. Hetrick, member of Div. 287.

Washington, Ind., March 27, drowned, Bro. Theo. Gharst, member of Div. 289.

Middletown, N. Y., April 1, pleuro pneumonia, Bro. James T. Hare, member of Div. 292.

Erie, Pa., March 11, Bright's disease, Bro. E. E. Carey, member of Div. 298.

Bluefield, W. Va., April 3, complication of diseases, Bro. S. E. Patterson, member of Div. 301.

Stoughton, Mass., March 25, pneumonia, Bro. J. R. Rogers, member of Div. 312.

Hutchinson, Minn., March 29, hiccoughs, Bro. Robert Sedgwick, member of Div. 313.

Decatur, Ill., April 3, cancer, Bro. Fred Working, member of Div. 315.

Houlton, Me., March 17, pneumonia, Bro. James Curran, member of Div. 341.

Rutland, Vt., April 3, apoplexy, Bro. H. W. Moore, member of Div. 347.

Martinsburg, W. Va., April 2, Bright's disease, Bro. John A. Bowers, member of Div. 352.

Toledo, O., March 25, engine fell through bridge, Bro. Geo. O. Dike, member of Div. 360.

Hokah, Minn., March 29, cancer, Bro. G. Archibald, member of Div. 372.

Chicago, Ill., March 21, collision, Bro. Wm. Kohlback, member of Div. 394.

Mechanicville, N. Y., March 22, acute indigestion, Bro. E. J. Beckwith, member of Div. 418.

Brooklyn, N. Y., March 30, apoplexy, Bro. Sam H. Storey, member of Div. 419.

St. Louis, Mo., March 15, Bright's disease, Bro. Chas. Hogue, member of Div. 428.

Cross Forks, Pa., April 1, acute indigestion, Bro. Alfred Benson, member of Div. 429.

Cumberland, Md., Oct. 9, 1912, wreck, Bro. W. Grimm, member of Div. 437.

Detroit, Mich., March 4, apoplexy, Bro. James Skain, member of Div. 457.

E. Grand Forks, Minn., March 6, derailment, Bro. Jos. A. McGowan, member of Div. 470.

New Bethlehem, Pa., April 6, boiler explosion, Bro. Thos. A. Shimmels, member of Div. 472.

Joliet, Ill., Feb. 27, typhoid fever, Bro. Patrick C. McGuire, member of Div. 478.

Grand Junction, Colo., March 13, Bro. Golden E. Reese, member of Div. 488.

Kansas City, Kans., April 6, heart failure, Bro. Howard Murphy, member of Div. 491.

Kankakee, Ill., April 2, apoplexy, Bro. J. H. McKeon, member of Div. 492.

Cleburne, Tex., March 28, wreck, Bro. C. E. Bishop, member of Div. 500.

Rankin, Ill., March 14, pneumonia, Bro. O. H. Tranbarger, member of Div. 534.

Milwaukee, Wis., April 7, Bright's disease, Bro. Michael Lillis, member of Div. 559.

Oklahoma City, Okla., March 18, result of a fall, Bro. Geo. Calder, member of Div. 578.

Poughkeepsie, N. Y., March 31, paresis and bronchial pneumonia, Bro. James G. Corke, member of Div. 589.

Pinson, Tenn., March 22, tuberculosis, Bro. Robert L. Allen, member of Div. 593.

Hannibal, Mo., April 12, cardiac asthma, Bro. Gus H. Anderson, member of Div. 629.

Cumberland, Md., March 30, collision, Bro. James R. Shephard, member of Div. 640.

Eureka Springs, Ark., March 9, complications, Bro. Jos. Walters, member of Div. 736.

Manchester, Ga., March 15, washout, Bro. Byron R. Smith, member of Div. 779.

New York, N. Y., March 8, diabetes, Bro. M. G. Sherwood, member of Div. 783.

Laramie, Wyo., March 24, tuberculosis, Bro. R. E. Haskell, member of Div. 789.

Rocky Mount, N. C., April 1, Mrs. Dixie Poe Sutton, wife of Bro. A. M. Sutton, member of Div. 314.

Denver, Colo., March 24, Mrs. Elizabeth Hockenberger, mother of Bros. William, John, George, Frank and Fred Hockenberger, all members of the B. of L. E., and mother of Mrs. Julia Saylor and Mrs. H. Hansen.

ADMITTED BY TRANSFER CARD

Into Division—

- 5—B. E. Cain, from Div. 186.
- G. E. Buck, from Div. 187.
- 28—S. P. Harris, from Div. 415.
- 56—C. W. Brooks, from Div. 568.
- 82—Ross Lumpkin, Horace Horner, from Div. 555.
- 86—F. S. Ellis, from Div. 146.
- 100—N. R. Van Gent, from Div. 724.
- 111—B. B. Edison, from Div. 784.
- C. D. Fulmer, from Div. 399.
- L. S. Bell, C. W. Brown, from Div. 330.

Into Division—

- 148—E. S. Marsh, from Div. 50.
 154—Wm. H. Koster, from Div. 289.
 156—James F. Doster, Geo. B. Hall, M. B. Purdy, from Div. 407.
 159—A. M. Lyman, from Div. 605.
 Wm. Harlon, from Div. 505.
 C. J. Brewster, from Div. 428.
 161—C. I. Dieves, from Div. 664.
 169—M. C. Mulford, from Div. 18.
 177—F. C. Loucks, from Div. 399.
 G. G. Hopkins, from Div. 178.
 192—T. A. Duffy, from Div. 591.
 Wm. Mercer, from Div. 438.
 196—J. H. Mogan, from Div. 593.
 197—J. F. Ealy, from Div. 488.
 210—Wm. Brown, from Div. 256.
 218—H. L. Cook, from Div. 565.
 219—H. H. Talbot, from Div. 599.
 James Wallace, from Div. 187.
 225—J. R. Chrisman, from Div. 113.
 W. F. Collins, W. D. Coche, R. A. Troutman, from Div. 485.
 230—J. R. Ackridge, A. B. Borker, Geo. Gentry, Chas. D. Rockwell, John L. Rockwell, Chas. Williams, from Div. 140.
 John Hardy, from Div. 495.
 R. W. Fairchild, from Div. 450.
 233—W. B. Blackwell, from Div. 352.
 264—A. H. Herzmark, from Div. 396.
 276—John Allman, from Div. 263.
 277—J. L. Woodson, S. M. Garrison, E. J. Laing, E. Butler, from Div. 476.
 294—C. S. Benjamin, from Div. 1.
 302—John W. Mathews, from Div. 65.
 308—H. K. Turner, from Div. 562.
 309—W. A. King, from Div. 375.
 320—Dan O. Brooks, from Div. 758.
 326—I. F. Shaw, from Div. 599.
 368—V. B. Maroney, from Div. 684.
 R. M. Pearce, from Div. 779.
 369—J. H. Krimkav, from Div. 757.
 375—J. T. Holt, from Div. 759.
 383—Robert Bailey, from Div. 416.
 394—J. K. Dudley, from Div. 401.
 398—A. R. Stewart, W. H. Hutchings, from Div. 134.
 H. B. Emery, from Div. 438.
 399—W. H. Fach, from Div. 462.
 426—L. J. Wilson, from Div. 678.
 427—J. W. Williams, from Div. 676.
 435—S. S. Howie, from Div. 339.
 446—W. H. Brittenstine, from Div. 192.
 458—L. C. Calhoun, N. C. Billington, from Div. 391.
 469—W. H. Sample, from Div. 330.
 476—D. J. Stoltz, from Div. 277.
 500—W. T. Hays, from Div. 636.
 510—Harry Rosenthal, from Div. 609.
 E. A. Benson, from Div. 808.
 551—C. A. Johnson, from Div. 530.
 583—W. O. Dales, from Div. 381.
 626—John Hill, from Div. 756.
 648—J. G. Justice, from Div. 256.
 J. R. Hubbard, from Div. 210.
 657—C. W. Bazley, from Div. 821.
 659—Geo. E. Varley, from Div. 345.
 660—Geo. L. Gross, from Div. 576.
 666—Frank Flew, from Div. 93.
 667—Percy Applegarth, from Div. 76.
 669—C. H. Close, from Div. 324.
 674—J. Y. Lynch, from Div. 517.
 690—C. A. Mays, from Div. 366.
 J. W. Irby, from Div. 636.
 712—J. A. L. Boggs, from Div. 11.
 716—D. R. Robinson, from Div. 355.
 728—L. S. Henderson, from Div. 645.
 714—J. W. Graham, from Div. 569.
 757—R. E. Armstrong, from Div. 522.
 758—O. B. Hudson, from Div. 193.
 J. C. Davenport, from Div. 718.
 762—Chas. R. Short, from Div. 23.
 C. A. Mudd, from Div. 215.
 764—W. F. Shields, from Div. 728.
 770—Louis Dowell, from Div. 256.
 771—R. M. Sutton, from Div. 435.
 780—G. R. Smith, from Div. 362.
 Edward H. Kensler, from Div. 462.
 Chas. E. Myers, from Div. 527.
 786—L. S. Herring, from Div. 706.
 788—S. J. Bryant, J. Y. Wofford, R. A. Woolfolk, from Div. 363.

Into Division—

- 789—E. C. Farris, from Div. 556.
 E. M. Coffee, from Div. 502.
 J. J. Wagner, from Div. 427.
 Arch Hackley, from Div. 299.
 801—H. P. Kennedy, from Div. 161.
 803—D. A. Landers, from Div. 750.
 G. W. Agnew, from Div. 770.
 F. E. Mills, from Div. 777.
 816—Geo. Canaan, from Div. 764.
 823—Martin Lewis, from Div. 776.
 825—Robert Hunniford, from Div. 737.
 826—S. C. Click, from Div. 514.
 827—J. J. Steinwinder, from Div. 552.
 828—S. A. Meleen, from Div. 727.
 Chas. A. Harvey, Geo. F. Shaw, from Div. 733.
 J. H. Evans, J. Huck, Fred Jenkins, from Div. 510.
 H. H. Wrinkle, from Div. 186.
 829—A. J. Boughton, Nicholas Dalley, Walter Gilson, J. B. Hoskins, C. B. Kinnaird, Edw. Lally, W. Tussey, J. T. Wallace, from Div. 455.

WITHDRAWALS*From Division—*

- 48—Orrin Hull.
 82—David Anderson.
 84—J. R. Bowen.
 96—W. M. Scofield.
 152—George Sawyer.
 171—A. G. Secor.
 176—Chas. Stadler.
 206—J. I. Wilcoxon.
 213—Miles McNickle.
 222—Wm. Powell.

From Division—

- 282—W. B. Storm.
 284—Dan E. George.
 364—Wm. Halfhill.
 425—J. G. Applegate.
 493—J. O. Curtis.
 615—E. T. Boucher.
 617—Sidney Rice.
 769—Harry B. Purdy.
 796—J. H. Eveleigh.

The withdrawal of Bro. A. W. Beck, which was published in the February JOURNAL, has been declared illegal, and Brother Beck was expelled.

REINSTATEMENTS*Into Division—*

- 18—C. J. Kinne.
 M. C. Mulford,
 S. J. Holman,
 Thos. Bell,
 M. J. McGrath.
 36—P. S. Coffman.
 72—John Holt.
 89—Walter T. Shapter.
 98—W. A. Pierce.
 107—H. R. Salzer.
 R. H. Martz.
 131—C. J. Bunting.
 145—Thos. P. Smith.
 201—W. A. Boone.
 208—Floyd D. Tice.
 225—B. B. Fortney.
 227—John W. Babcock.
 253—E. B. Oliver.
 256—Louis Dowell.
 H. W. Butler.
 271—M. S. Wells.
 287—W. J. Niece.
 289—Wm. H. Koster.
 312—F. L. Graves.
 343—J. H. Barlow.
 353—J. W. Farnsworth.
 368—E. G. McDaniel.
 375—W. A. King.
 401—J. K. Dudley.
 433—S. C. Evans.
 J. F. Crane,
 H. J. Folsom.

Into Division—

- 435—A. Luke.
 448—S. L. Hatcher.
 W. E. Barker.
 463—A. L. Sprinkles.
 Geo. W. Brown,
 James A. Goforth.
 490—Glen Pain.
 499—J. H. Shafer.
 500—H. E. Fine.
 512—J. B. Edmondson.
 539—C. A. Hanchett.
 590—Lester L. Wolf.
 603—E. J. Burke.
 613—Thomas Harper.
 Thomas O'Day.
 619—Floyd E. Lellons.
 636—J. W. Irby.
 683—Geo. A. Whitmore.
 695—V. Beaudoin.
 708—F. P. Lauck.
 711—Hugh Rooney.
 736—A. B. Chisholm.
 782—Chas. Noble.
 815—Thos. Hansed,
 D. M. Smith,
 T. B. Clinch,
 F. Hand,
 I. Lamore,
 C. Ostendorf,
 J. H. Wood, by ac-
 tion of Harrisburg
 Convention.

EXPELLED**FOR NON-PAYMENT OF DUES.**

- | | |
|--------------------|------------------|
| 4—M. F. Welch. | 28—J. D. Sawyer. |
| 12—E. A. Jarnod. | J. L. Robertson. |
| 13—Chas. Barrett. | C. L. Olden. |
| 22—J. W. Griffith. | A. A. Ellis. |
| 24—Geo. Heyduck. | 32—M. E. Murray. |
| 28—F. A. Gordon. | Frank Jungles. |
| Lewis H. Fay. | John Cooper. |

- 32—W. H. Hoffman, James Ackley.
 34—C. V. Smith, J. M. Hughey, H. H. Taylor, Ed Jones.
 36—David T. Goff.
 48—Louis Kemper.
 53—W. B. Gurney.
 66—Chas. C. Buell.
 71—Andrew Miller, W. B. Dayman, Ed Stephenson, L. J. Bechler, Matthew Miller, Chas. Liney.
 80—H. Ogdenburg.
 83—W. R. Platt.
 93—F. M. Ryan.
 99—Atlas Woods, Harvey Baine, L. P. Hirsch, J. E. Sims.
 113—J. C. McDonald.
 120—C. W. Counseller.
 123—James Polk, S. E. Arnold.
 121—Frank H. Wright, Eugene Hartenstine.
 147—Henry Howard.
 156—E. C. Hardy.
 175—E. E. Flanery.
 176—Christopher Ennis.
 182—Joseph Connerton.
 187—I. N. Smith, J. W. Swales.
 196—J. S. Penn, W. G. Reed, A. H. Lanktree, Ham. Cunningham.
 223—Everett N. Phillips, Clem Turville.
 238—C. O. Frykholm, Clarence Hughes.
 239—C. D. Mank.
 261—Wm. H. Winters.
 263—Hugh Gallagher.
 264—Jerry Cain, C. A. Kelsey.
 273—F. L. Allen, John C. Williams.
 277—J. B. Simonette, Ross Williamson.
 278—W. H. Pierce.
 281—W. C. Thompson.
 283—C. E. Gansberg.
 286—Frank Roderick, A. L. Hewett, Chas. E. Rathburn, E. C. Everets.
 289—H. A. Hammond, James Murray.
 298—A. J. Stewart.
 309—H. B. Floyd, F. Skinner, H. M. Agin, A. J. Palmer, R. Buchan.
 319—Geo. W. McConnell.
 325—James E. Dias.
 325—O. J. Davis, Peter S. Williams, Guy Broadwater.
 366—R. J. Ennis.
 387—Samuel L. Allen.
 391—Chas. M. Leavitt.
 396—H. H. Hill.
 397—Wm. Lockwood.
 403—L. V. Davis, J. C. Marshall.
 426—L. J. C. Berger, J. R. Welch, C. Hogan.
 432—M. E. Madden, J. C. Little.
 437—Geo. W. Lynn, Andrew L. Evans, W. H. Crawford, S. Emerick.
 443—W. W. Lowden.
 454—S. Montelth.
 460—F. P. Drew.
 461—Wm. L. Degnan.
 477—Geo. Gillingham.
 482—Ross V. English, Fred Chamberlain.
 483—Wm. Dustin.
 491—E. C. Crawford.
 499—M. T. O'Brien, Thos. Sawyer.
 510—Harry Wood.
 552—L. R. Ogletree, N. O. Patterson.
 554—C. H. Hooper, H. L. Joyner, Geo. P. Cupp, T. M. Stovall, J. R. Wheeler, W. E. Wells.
 559—J. J. Richardson, A. M. Nance, A. C. Thompson, I. J. Quackenbush.
 583—F. D. Sinclair, W. H. White.
 600—R. R. Runnels.
 606—H. C. Blickenderfer.
 615—Adolph Paraza.
 617—J. A. Dowell, N. R. Mullins.
 622—Jesse Rust.
 640—Thos. H. Bobo.
 651—G. W. Evans.
 674—Hy Zimmer.
 678—E. A. Fawcett.
 679—D. Mitchell.
 709—W. A. Murray, E. F. Coy.
 726—C. O. Waugh.
 732—Chas. Krause.
 744—Robt. S. Thomas.
 762—W. L. Feriday, R. L. Chandler, Jas. Griffen, G. J. Griffen, H. Welker, W. W. Morriss.
 796—George Baker.
 161—M. M. Crole, non-payment of dues and forfeiting insurance.
 179—Everett Laherty, non-payment of dues and forfeiting insurance.
 198—Rex Eric Welsner, non-payment of dues and forfeiting insurance.
 205—James P. Keefe, non-payment of dues and forfeiting insurance.
 210—E. B. Denman, non-payment of dues and forfeiting insurance.
 216—W. A. Burdick, non-payment of dues and forfeiting insurance.
 222—A. W. Beck, going into saloon business.
 228—H. D. Benson, non-payment of dues and dropping insurance.
 237—John Haggart, W. H. Weaver, non-payment of dues and not corresponding with Division.
 252—H. Stafford, dropping insurance.
 265—R. O. Lauck, forfeiting insurance.
 265—J. C. Burford, M. B. Ratcliff, non-payment of dues and forfeiting insurance.
 E. J. Stafford, E. J. Yingling, C. H. Burns, forfeiting insurance.
 271—T. Dwyer, non-payment of dues and forfeiting insurance.
 279—E. W. Fish, non-payment of dues and forfeiting insurance.
 282—H. M. Beardsley, non-payment of dues and forfeiting insurance.
 C. C. Heath, W. G. Johnson, forfeiting insurance.
 318—P. E. Smith, unbecoming conduct.
 F. H. Smith, intoxication.
 323—J. W. King, non-payment of dues and forfeiting insurance.
 346—Chas. R. Dickson, non-payment of dues and not corresponding with Division.
 353—Geo. W. Snyder, forfeiting insurance.
 360—J. E. Burns, non-payment of dues and forfeiting insurance.
 382—F. V. Miner, Harry Rickerman, G. R. Mullen, John Cotter, non-payment of dues and forfeiting insurance.
 400—J. E. Cuthbertson, non-payment of dues and forfeiting insurance.
 404—A. W. Seanor, non-payment of dues and forfeiting insurance.
 430—S. W. Wright, non-payment of dues, dropping insurance and violation of obligation.
 438—E. J. McLaurie, W. R. Morrison, J. Fleming, J. W. Gibson, C. J. Mills, W. A. Curry, C. H. Colton, Peter Amato, F. B. Wilmot, M. D. Smith, B. L. Slater, C. F. Welles, A. M. Savage, Frank Laro, S. Yarwood, E. E. Flesher, W. E. Shanahan, I. O. Trujillo, J. Scheyer, non-payment of dues and forfeiting insurance.
 443—Thos. Murray, unbecoming conduct.
 454—J. C. Myers, non-attendance and non-payment of dues.
 457—J. F. Clark, non-payment of dues and forfeiting insurance.
 472—Wm. Dunlap, non-payment of dues and forfeiting insurance.
 492—Wm. C. Hersley, forfeiting insurance.
 554—C. J. Williams, forfeiting insurance.
 608—Samuel Warwick, non-payment of dues and forfeiting insurance.
 634—A. A. Potter, non-payment of dues and not corresponding with Division.
 683—R. N. Cunningham, non-payment of dues and forfeiting insurance.
 707—Frederick Spangler, non-payment of dues and forfeiting insurance.
 727—Otto Savage, intoxication.
 733—C. F. Wilson, failing to comply with Sec. 59.
 741—Edw. Keller, non-payment of dues and forfeiting insurance.
 749—C. O'Connor, A. Kearns, non-payment of dues and forfeiting insurance.
 755—N. E. Perry, non-payment of dues and forfeiting insurance.
 758—Alec McDonald, W. B. Cunningham, non-payment of dues and forfeiting insurance.
 770—J. D. Still, non-payment of dues and forfeiting insurance.
 815—W. Randolph, forfeiting insurance.

Through a mistake of the Sec. Treas. of Div. 38 Bro L. P. Meeks was reported expelled and published in the April JOURNAL. Brother Meeks is in good standing in Division 38.

FOR OTHER CAUSES.

- 12—H. S. Wills, violation of obligation.
 28—Thos. Hogwood, not corresponding with Division.
 45—D. J. Kellher, violation of Sec. 59.
 55—James R. Dinsdale, non-payment of dues and forfeiting insurance.
 71—W. J. Wood, forfeiting insurance.
 95—L. C. Wheeler, non-payment of dues and forfeiting insurance.
 126—F. D. Vincent, C. D. Biglow, non-payment of dues and forfeiting insurance.
 184—L. E. Hardy, non-payment of dues and forfeiting insurance.
 189—D. Briscoe, violation of Sec. 52. Statutes.
 147—H. E. Dopp, non-payment of dues and dropping insurance.
 148—Thos. Rowland, non-payment of dues and not corresponding with Division.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

The B. of L. E. Journal.

CHANGE OF ADDRESS.

Name.....Division No.....

Box or Street and No.....

Postoffice.....State.....

OLD ADDRESS.

Postoffice.....State.....

Be Sure and Give Old Address and Division Number.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 622-625.

SERIES L.

OFFICE OF ASSOCIATION, ROOM 1136, B. OF L. E. BLDG.
CLEVELAND, OHIO, May 1, 1913.

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 100, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders **PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER.** Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
553	Th. W. Letchworth	44	61	Oct. 15, 1899	Mar. 9, 1912	Blind both eyes...	\$3000	Self.
554	Jos. E. Van Dyke	36	765	July 28, 1909	Dec. 30, 1912	Left leg amput'ed.	4500	Self.
555	Edgar N. White...	43	284	Nov. 26, 1902	Jan. 18, 1913	Uræmia	1500	Mrs. E. White, w.
556	Chas. F. Peterson.	73	600	June 10, 1868	Jan. 20, 1913	Endocarditis	3000	Wife and son.
557	Henry Peterman	64	523	May 15, 1897	Mar. 2, 1913	Heart failure	1500	Retta Peterman, w.
558	Jos. A. McGowan.	53	470	Sept. 17, 1905	Mar. 6, 1913	Killed	1500	Alice McGowan, w.
559	W. F. Brown.....	51	158	Nov. 1, 1894	Mar. 8, 1913	Angina pectoris...	3000	Theresa Brown, w.
560	Jas. Johnston.....	56	614	Apr. 18, 1906	Mar. 9, 1913	Pneumonia	1500	Helen A. Johnston, w.
561	A. J. Bell.....	65	28	Aug. 22, 1888	Mar. 10, 1913	.....	1500	Mrs. A. J. Bell.
562	Alfred LeBreish.	59	89	June 9, 1882	Mar. 11, 1913	Right leg amput'd.	3000	Self.
563	Elmer E. Carey...	52	298	July 28, 1907	Mar. 12, 1913	Bright's disease...	1500	Minnie B. Carey, w.
564	Tom Wick's.....	41	199	Mar. 21, 1910	Mar. 13, 1913	Paresis	1500	Evangeline Wick's, d.
565	W. E. Owens.....	45	179	Jan. 17, 1906	Mar. 13, 1913	Nephritis	1500	Bertha Owens, w.
566	J. G. McLaughlin.	66	153	Feb. 28, 1882	Mar. 13, 1913	Pneumonia	3000	Nettie P. Moses, d.
567	Byron R. Smith...	34	779	July 11, 1904	Mar. 15, 1913	Killed	4500	Wife and son.
568	Wm. Riester.....	55	16	Dec. 20, 1901	Mar. 18, 1913	Tuberculosis.....	1500	Amelia Riester, s.
569	James Curran.....	68	341	May 24, 1887	Mar. 18, 1913	Pneumonia	1500	Daughters.
570	Geo. Calder	41	578	July 22, 1900	Mar. 18, 1913	Result of fall.....	1500	Thelma J. Calder, d.
571	Jerry S. Buckley.	37	41	Dec. 17, 1905	Mar. 19, 1913	Diabetes	1500	Mary A. Buckley, w.
572	Samuel B. Harrell	31	374	May 27, 1908	Mar. 19, 1913	Killed	3000	Mary H. Harrell, w.
573	W. H. Storm.....	59	227	Jan. 27, 1884	Mar. 21, 1913	Apoplexy	3000	Fanny E. Storm, w.
574	Thos. Hooker.....	55	474	Jan. 7, 1889	Mar. 21, 1913	Paralysis	1500	Elizabeth Hooker w.
575	Wm. Kohlback.....	45	394	Sept. 22, 1901	Mar. 21, 1913	Killed	1500	Helen Kohlback w.
576	Jacob D. Hemphill	35	148	Oct. 4, 1909	Mar. 22, 1913	Bright's disease...	1500	Marg'ite Hemphill, w.
577	Jared C. Cotthrell.	64	12	Jan. 1, 1905	Mar. 22, 1913	Heart disease.....	1500	Della Cotthrell, w.
578	J. L. Wiggins.....	56	304	Mar. 15, 1895	Mar. 22, 1913	Pneumonia	1500	Mrs. J. L. Higgins, w.
579	Robt. L. Allen....	29	598	Feb. 26, 1910	Mar. 22, 1913	Tuberculosis	1500	Estella M. Allen, w.

No. of Ass't	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability	Am't of Ins.	To Whom Payable.
580	Geo. O. Dike.....	37	360	May 10, 1903	Mar. 25, 1913	Killed.....	\$3000	Wife, mother & father
581	Frank L. Thornton.....	32	57	Aug. 16, 1907	Mar. 25, 1913	Killed.....	1500	Inez E. Thornton, w.
582	Jos. Jennings.....	58	227	Dec. 24, 1899	Mar. 26, 1913	Locomotor ataxia.	1500	Annie Jennings, w.
583	Allen Dodd.....	69	30	Dec. 23, 1879	Mar. 26, 1913	Abscesses.....	3000	Isabelle Dodd, w.
584	Wm. Grinnell.....	38	18	Apr. 28, 1910	Mar. 27, 1913	Killed.....	1500	Julia Van Lein, m.
585	Wm. J. Branch.....	62	54	Jan. 7, 1898	Mar. 27, 1913	Dege'tion spin'l c'd	3000	Marj J. Branch, w.
586	Van Morefield.....	35	512	Mar. 17, 1912	Mar. 27, 1913	Left arm amput'd.	3000	Self.
587	Rolla Maxwell.....	53	151	Apr. 23, 1906	Mar. 27, 1913	Anemia.....	1500	Dort'y C. Maxwell, w
588	Chas. E. Bishop.....	45	500	July 25, 1903	Mar. 28, 1913	Dropsy.....	3000	Marj E. Bishop, w.
589	T. A. Coles.....	40	219	Nov. 24, 1902	Mar. 29, 1913	Killed.....	3000	Sery E. Coles, s.
590	John H. Bentley.....	53	2	Mar. 19, 1893	Mar. 29, 1913	Acute indigestion.	3000	Leona Bentley, w.
591	John M. Watson.....	52	176	Feb. 22, 1893	Mar. 29, 1913	Locomotor ataxia.	1500	Flora E. Watson, w.
592	J. K. Shephard.....	43	640	Aug. 17, 1896	Mar. 30, 1913	Killed.....	1500	John E. Shephard, f.
593	Jas. G. Corke.....	52	589	Apr. 6, 1891	Mar. 31, 1913	Paresis.....	1500	Jane G. Corke, w.
594	Wm. M. Eagle.....	40	267	June 11, 1900	Mar. 31, 1913	Killed.....	4500	Jessie M. Eagle, w.
595	Geo. B. Crumb.....	60	16	Oct. 15, 1902	Mar. 31, 1913	Pyloric obstruct'n	1500	Lamonia R. Crumb, w
596	Roy R. Hetrick.....	36	287	Apr. 13, 1911	Mar. 31, 1913	Bright's disease..	1500	Minnie M. Hetrick, w.
597	Alfred Benson.....	49	429	June 25, 1899	Apr. 1, 1913	Acute indigestion..	1500	Emma K. Benson, w.
598	W. C. Byers.....	69	159	Sept. 29, 1892	Apr. 1, 1913	Cancer.....	1500	Lucretia C. Byers, w.
599	Jas. T. Hare.....	50	292	Dec. 5, 1891	Apr. 1, 1913	Pneumonia.....	2250	Children.
600	Gustave Holden.....	46	624	Dec. 12, 1902	Apr. 2, 1913	Right hand ampt'd	1500	Self.
601	W. J. Boothby.....	50	508	June 4, 1895	Apr. 2, 1913	Cancer.....	3000	Carrie Boothby, w.
602	H. W. Moore.....	65	344	Aug. 30, 1887	Apr. 3, 1913	Apoplexy.....	1500	Emma J. Moore, w.
603	Chas. Alliger.....	54	235	Mar. 19, 1892	Apr. 3, 1913	Locomotor ataxia.	1500	Mrs. Chas. Alliger, w
604	Dennis Crothy.....	51	1	Feb. 14, 1898	Apr. 3, 1913	Phthisis.....	1500	Father and mother.
605	H. D. Boullt.....	49	48	Mar. 10, 1890	Apr. 4, 1913	Congest'n of lungs	3000	Margaret T. Boullt, w
606	S. E. Patterson.....	35	301	Apr. 2, 1905	Apr. 4, 1913	Pneumonia.....	1500	Mrs. E. M. Patterson, m
607	Joshua Ermsham.....	76	45	July 8, 1872	Apr. 5, 1913	Apoplexy.....	3000	Ann Ermsham, w.
608	D. O'Brien.....	52	85	Nov. 18, 1903	Apr. 5, 1913	Killed.....	1500	Sons.
609	Frank F. Beard.....	51	153	Dec. 16, 1912	Apr. 6, 1913	Sinus thrombosis..	3000	Emma Beard, m.
610	C. H. Dixon.....	30	286	Mar. 16, 1913	Apr. 6, 1913	Left leg amput'd	1500	Self.
611	T. A. Shimmins.....	32	472	July 2, 1911	Apr. 6, 1913	Killed.....	1500	Beula Shimmins, w.
612	J. Fillingier.....	42	472	Feb. 22, 1903	Apr. 6, 1913	Aneurism of aorta	1500	Margaret Fillingier, w
613	John J. Benson.....	56	200	Oct. 15, 1887	Apr. 8, 1913	Apoplexy.....	1500	Sarah J. Benson, w.
614	Jas. B. Pirtle.....	68	485	Dec. 13, 1892	Apr. 8, 1913	Apoplexy.....	3000	Mrs. J. B. Pirtle, w.
615	John P. Kelly.....	51	234	Jan. 18, 1893	Apr. 8, 1913	Diabetes.....	1500	Mrs. J. P. Kelly, w.
616	H. P. Bowman.....	56	644	Dec. 31, 1904	Apr. 9, 1913	Cancer.....	1500	Paul E. Bowman, s.
617	Marion Miller.....	31	75	Mar. 17, 1907	Apr. 10, 1912	Dropsy.....	1500	Stella Miller, w.
618	Wm. Male.....	46	141	Jan. 11, 1900	Apr. 10, 1913	Killed.....	3000	Salina M. Male, w.
619	Frk Fitzsimmons.....	46	611	Aug. 24, 1903	Apr. 11, 1913	Killed.....	1500	Annie Fitzsimmons, w
620	B. L. Scribner.....	75	135	May 4, 1868	Apr. 11, 1913	Myocarditis.....	3000	Jane C. Scribner, w.
621	C. Eastman.....	68	561	Sept. 20, 1895	Apr. 13, 1913	Nephritis.....	4500	Daughter and sons.
622	John T. Cole.....	73	171	Jan. 19, 1886	Apr. 13, 1913	Old age.....	3000	Mrs. J. T. Cole, w.
623	W. C. Stewart.....	43	527	Jan. 20, 1902	Apr. 14, 1913	Pneumonia.....	1500	Tressa Stewart, w.
624	Edward Pierce.....	60	447	Nov. 22, 1886	Apr. 14, 1913	Bright's disease..	3000	Mrs. Edw. Pierce, w.
625	Jas. T. Connors.....	55	36	Nov. 29, 1892	Apr. 16, 1913	Cardiac dilatation.	3000	Catherine Connors, w

Total number of claims, 73. Total amount of claims, \$158,250.00.

Financial Statement.

CLEVELAND, O., April 1, 1913.	
MORTUARY FUND FOR MARCH.	
Balance on hand.....	\$259,147 97
Paid in settlement of claims.....	193,132 33
Surplus.....	\$ 66,015 64
Received by assessments 397, 400 and back assessments..	\$150,421 47
Received from members carried by the Association.....	2,376 55
Interest for March, 1913.....	503 15
Balance in bank March 31, 1913.....	\$219,316 81
SPECIAL MORTUARY FUND.	
Balance on hand.....	\$97,927 00
Received in March, 1913.....	17,361 21
Balance.....	115,288 21
Paid for bonds.....	72 91
Balance in bank March 31, 1913.....	\$115,215 30
EXPENSE FUND FOR MARCH.	
Balance on hand.....	\$48,572 20
Received from fees.....	422 75
Received from 2 per cent.....	3,452 72
Balance.....	52,447 67
Expenses during month of March, 1913.,	3,406 12
Balance in bank March 31, 1913.....	\$49,041 55

Statement of Membership.

FOR MARCH, 1913.	
Classified rep- resents:	\$750 \$1,500 \$2,250 \$3,000 \$3,750 \$4,500
Total member- ship Feb. 28, 1913.....	1,919 41,807 150 18,681 10 3,884
Applications and rein- statements received dur- ing the m'th	310 148 44
Totals:...	1,919 42,117 150 18,829 10 3,928
From which deduct poli- cies termin- ated by death, acci- dent, or oth- erwise.....	12 118 1 40 9
Total member- ship March 31, 1913.....	1,907 41,999 149 18,789 10 3,919
Grand total.....	66,778

WEEKLY INDEMNITY CLAIMS PAID APRIL 1, 1913.

Cl'm	Div.	Name	Amount Paid	Cl'm	Div.	Name	Amount Paid
197	267	W. S. Ballew.....	\$94 29	261	792	John H. Hughes.....	\$23 57
198	609	C. S. Kimlock.....	14 29	262	165	Jas. L. Griggs.....	75 00
199	218	F. H. Miller.....	40 00	263	599	F. J. Rosbach.....	20 00
200	554	John W. Engster.....	15 00	264	599	W. F. C. Gibson.....	14 29
201	758	Neil Ryan.....	40 00	265	354	C. J. Munchow.....	14 29
202	444	Jas. F. Benson.....	31 43	266	199	William Kasling.....	48 57
203	210	M. H. Hood.....	57 14	267	408	L. A. Fulcher.....	25 71
204	527	B. A. Taylor.....	60 00	268	495	A. I. Ingram.....	25 71
205	29	Grant Kelker.....	105 71	269	197	Harry Murray.....	45 71
206	177	L. L. Wilkinson.....	80 00	270	27	M. F. Holbert.....	71 43
207	176	Thos. H. Shiels.....	140 00	271	514	W. A. Mooney.....	58 57
208	8	J. W. Elder.....	20 00	272	513	W. J. Jones.....	15 00
209	181	A. A. Tufts.....	113 57	273	230	P. Monie.....	120 00
210	349	August Norden.....	167 14	274	401	Henry Almendinger.....	168 57
211	495	J. R. Crowley.....	288 57	275	462	W. H. Cunningham.....	17 14
212	267	W. S. Weddle.....	77 14	276	743	L. K. Matthews.....	62 86
213	423	J. W. Smith.....	28 57	277	197	A. J. Torbert.....	28 57
214	96	Nathaniel Gorman.....	111 43	278	27	James Hughes.....	105 71
215	125	L. P. Grimes.....	82 86	279	72	George Samson.....	34 29
216	436	Peter K. Foust.....	28 57	280	27	Herbert Hollis.....	40 00
*217	8	J. J. Keefe, Adv.....	100 00	281	492	R. F. Pannell.....	20 00
218	232	C. E. Graves.....	74 29	282	606	C. E. Condon.....	15 00
219	237	A. M. Finley.....	140 00	283	444	W. R. Wright.....	31 43
220	445	Jas. S. Hogan.....	40 00	284	448	J. M. Bock.....	65 71
221	591	F. J. Gilbert.....	54 29	285	78	Samuel Humberstone.....	234 29
222	703	Frank Gulff.....	20 00	286	801	W. L. Keen.....	74 29
223	86	C. W. Beck.....	190 00	287	372	E. E. Krucek.....	60 00
224	86	August Hestler.....	125 71	288	740	John D. Lee.....	40 71
225	531	S. L. Barras.....	77 14	289	132	W. W. Metler.....	20 00
226	364	J. M. Norris.....	37 14	290	213	G. R. Dickson.....	220 00
227	313	Gerald Ostrander.....	11 43	291	8	George Grant.....	34 29
228	221	John C. Holmes.....	65 71	292	301	W. T. Monroe.....	65 71
229	241	R. M. White.....	41 43	293	301	C. W. Butt.....	128 57
230	463	J. J. Langan.....	5 71	294	150	E. L. Olds.....	74 29
231	187	Burk Michael.....	80 00	295	408	P. A. Thomas.....	20 00
232	190	F. C. McDaniel.....	22 86	296	208	H. Schellenger.....	30 00
233	811	Fred H. Schultz.....	23 57	297	724	E. E. Ebelmesser.....	20 00
234	593	A. P. Smith.....	40 00	298	609	Z. B. Mansfield.....	62 14
235	203	H. A. Reimers.....	20 00	299	156	J. E. Marler.....	20 00
236	457	O. T. Garl.....	30 00	300	489	J. E. Price.....	100 00
237	432	B. G. Shepherd.....	40 00	301	33	W. J. Fisher.....	47 14
238	8	Frank Stone.....	20 00	302	177	J. W. McKee.....	20 00
239	115	C. E. Burke.....	214 29	303	333	W. J. Tremain.....	37 14
240	806	Chas. Passer.....	120 00	304	426	R. P. Weems.....	60 00
241	19	S. L. Webster.....	140 00	305	514	G. B. Luton.....	8 57
242	297	George Ward.....	125 71	306	260	H. L. Clark.....	45 71
243	372	Phillip Rothenbach.....	82 86	307	93	Ed Cole.....	42 86
244	372	Wm. Meagher.....	51 43	308	755	Thos. J. Irvine.....	54 29
245	476	David Ross.....	25 71	309	297	M. E. Dwyer.....	270 00
246	758	G. W. Koontz.....	105 71	310	33	H. J. Barton.....	72 86
247	195	Erick Walseth.....	11 43	311	8	W. E. Morrison.....	74 29
248	147	August Bowman.....	55 71	312	349	W. A. Boink.....	117 86
249	359	C. A. Heffner.....	25 71	*671	265	J. L. Wysong, Adv.....	125 00
250	208	Walter Jones.....	30 00	*744	107	J. T. Downs, Adv.....	165 00
251	3	E. A. Minchin.....	10 00	257	252	Miles O'Rourke, Bal.....	90 00
252	72	C. E. Smith.....	45 00	*391	48	G. W. Lutes, Adv.....	115 00
253	8	M. L. Stephenson.....	60 00	645	408	W. T. Hoback, Bal.....	275 00
254	743	H. H. Hairfield.....	30 00	864	491	T. C. Henry, Bal.....	143 57
255	585	M. L. Lawrence.....	45 71	*962	597	W. A. Cutting, Bal.....	100 71
256	537	H. F. Mansfield.....	81 43	*934	788	Fred M. Love, Adv.....	200 00
257	96	John J. O'Connor.....	30 00	*956	511	W. E. Bertram, Adv.....	150 00
258	401	W. G. Cooper.....	55 71				
259	674	W. E. Swartz.....	20 00				
260	585	J. E. Baker.....	11 43				

\$8784 25 8784 25

Total number of Weekly Indemnity Claims, 118.

*Number of advance Payments on Claims, 6.

**Claims reopened, 1.

INDEMNITY DEATH CLAIMS PAID APRIL 1, 1913.

Cl'm	Div.	Name	Amt. Paid
107	323	J. S. Reese.....	\$1000 00
			\$1000 00 \$1000 00

Total number of Death Claims, 1. \$9,784 25

Weekly Indemnity Claims paid from Dec. 1, 1906, to March 1, 1913.....\$436,427 55

Indemnity Death Claims paid from April 1, 1907, to March 1, 1913.....187,208 57

\$623,636 12 623,636 12

\$638,420 37

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y & Treas.

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Cheeseparing Cheney.

BY CLARISSA MACKIE.

Mrs. Cheney closed the front door softly and walked slowly down the graveled path. She had a slender, erect figure, with abundant gray hair neatly arranged, and there were a nicety of materials and a refinement of color and detail about her plain costume that set her a little apart from the group of women in the room she had just left.

"That announcement gave her a terrible shock," said Amanda Waters, with a grim smile, as she resumed her

stitching of the calico shirt she was making for a missionary in the Far West.

"First time she's ever been asked to entertain the Ladies' Aid Society since she joined. Seems to me I wouldn't look quite so scared about it even if I felt so." Mrs. Butler pulled her needle in and out of the flannel with sharp little jerks that accented her words.

"I expect she's wondering what old Cheeseparing will say when she tells him they've got to furnish ice-cream and two kinds of cake besides coffee," remarked Ellen Ware.

"It's come to a pretty pass when a



STOCKTON, CAL., COURT HOUSE. WHERE UNION MEETING WAS HELD. SEE LINKS DEPARTMENT.

—Courtesy Bro. C. J. Rafferty, S. T. Div. 77c

woman like Mrs. Cheney can't do her share toward the church without having a fuss about it first. If I had a husband who acted the way hers does I know what I'd do," said Amanda, pulling her work out of the sewing machine and swinging around in her chair.

"What would you do, Amanda?" they asked in chorus.

"I wouldn't say a word to him about it. I'd just go ahead and get the nicest kind of a supper ready for the ladies. I guess I'd go everybody else a little better and have three kinds of cake and a nice salad. Then just at the very last minute after he'd had his supper and was feeling as good as old Cheeseparing could feel I'd up and tell him about it."

"I'd hate to be you, then," laughed Mrs. Butler.

"What would you tell him?" asked Ellen Ware.

Amanda tossed her head defiantly, unconsciously illustrating her remarks. "I'd say, 'Look a-here, Cheeseparing'" —

"His name isn't Cheeseparing, Amanda, and you know it. It's just plain Henry," interrupted Mrs. Butler. "'Tisn't likely Mrs. Cheney would call him that when she doesn't know it's his nickname."

"If I was his wife I'd know it quick enough," snapped Amanda. "Some busybody would be around to borrow a cup of sugar just for an excuse to tell me all the neighbors were calling my husband 'Cheeseparing Cheney,' and him the richest man in the neighborhood."

"I returned that last cup of sugar I borrowed from you, Amanda," said Mrs. Butler resentfully.

"Who said you didn't?" retorted Amanda coldly.

"You haven't told us what you'd say to your husband," interposed Ellen Ware pacifically.

Amanda held her shears aloft and shook them viciously. "I'd say to him: 'Look a here, Cheeseparing, I'm expecting the Ladies' Aid Society, and I've made three kinds of cake—angel, Lady Baltimore, and cream—and I've used two dozen eggs to make 'em with. I ordered a gallon of ice-cream, and I'm

going to make a kettleful of coffee (not burnt beans), and there'll be fifteen ladies and their husbands and all their relations, and if I hear one peep out of you, sir, and if you don't step up and make yourself agreeable I'll march you right down to the root cellar and lock you up.'" Miss Waters paused, breathlessly triumphant, and glanced around at the matrons of the group.

Mrs. Butler laughed. "You can't talk to a husband like that, Amanda Waters," she said scornfully.

"Of course Amandy ain't ever had a husband yet, so she can't be expected to know just how careful they have to be treated," observed old Mrs. Drake sagely.

"Those on the outside can see best what's going on," muttered Amanda grimly. "When I get a husband, if so be it I'm ever afflicted that way, and it won't be till I lose my reason, I guess he'll understand I'll have my rights in my own house."

"There ain't any reason for you to get all het up over it, Amanda," soothed Mrs. Drake. "Mebbe you'll never have to be married, and then you won't have any trouble."

Mrs. Cheney had nearly reached home when she found that she had forgotten her thimble. She chose a short cut back to Amanda's house, where the weekly meeting had been held, and arrived at the back door just in time to overhear the spirited discussion regarding her husband.

With burning cheeks she turned and left the house, closing the door softly behind her. Across the frosty fields she sped towards home, hurt pride lending wings to her usual precise gait. Once there within the comfortable sitting-room she sank breathlessly into a chair.

A vivid spot of red flickered in her delicate cheeks as she removed her gloves and unfastened her coat. All the time her timid eyes were staring back at the large crayon portrait of her husband that hung on the opposite wall. Stern, severe, uncompromising, brow, eyes and lips declared his indomitable will, while certain pinched lines indicated the miserly strain that was in his

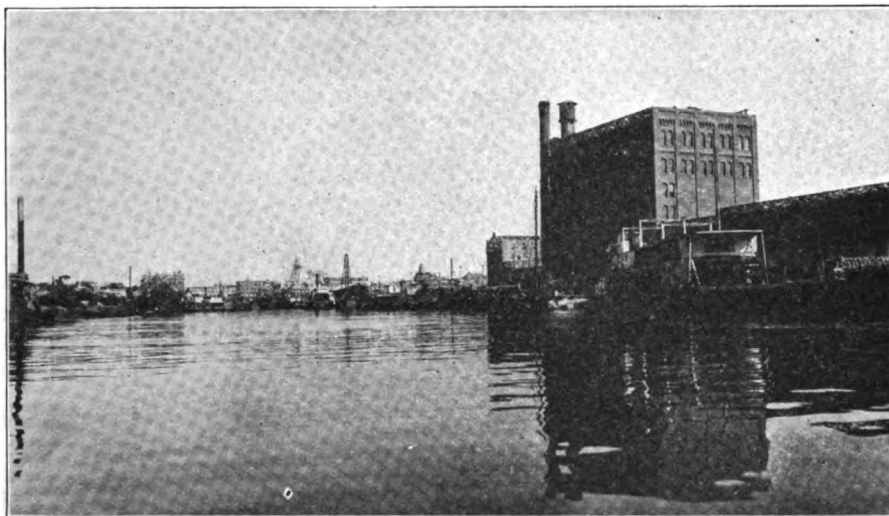
blood. From a thrifty young man Henry Cheney had become in his middle life a niggard and a churl, who denied his patient wife everything save the barest comforts of existence and who gloated over the accumulating balance on his bank books. Now he was a banker himself, and his fine stone bank building was on the corner of the main street of Little River.

Dora Cheney was thinking of the light words that had been bandied about the little sewing circle in Amanda's house. It hurt her sensitiveness to learn that her domestic trial was not the secret she

pressed her fingers against her aching eyes. "I know just what he will say when I tell him, and he will go down to the parsonage and tell Mr. Lees that the monthly entertainment must be held elsewhere, and he will give \$1 to help it along. He doesn't know that I want the companionship of my neighbors and the pleasure of entertaining them in my own home. It isn't right."

At last the gate at the foot of the lawn creaked noisily, and she heard her husband's ponderous step on the path that led to the side door.

Before Henry Cheney had reached the



WATER FRONT, STOCKTON, CAL., AND MILL TO RIGHT, ESTABLISHED IN 1849, DURING THE GOLD RUSH OF THAT PERIOD. SEE UNION MEETING.—Courtesy Bro. C. J. Rafferty, S.-T. Div. 773.

had thought it to be and that all her neighbors knew and understood why she wore the plainest clothes until their shabbiness was eloquent of poverty, and only her own exquisite neatness enabled her to appear to advantage among her more showily clothed friends. She knew that they commented upon the many closed rooms in the big house on the hill, and they must guess it was because Henry begrudged the coal it would take to run the heater in the cellar. That was why they lived in four rooms on the ground floor and heated them with stoves.

"Amanda Waters was right—no self-respecting woman would stand such treatment," said Dora Cheney to herself. Then she hid her face in her hands and

door his wife had tossed aside her wraps and removed her hat with one sweep of her hands. Then she had lighted a lamp with trembling fingers and was lighting another in the kitchen when he opened the door and came in.

He was a large man, tall and broad shouldered and heavily built, with a face that might have been handsome had it not been for the stern lines and the look of greed in his eyes. His hair was frosted with gray, and his cleanly shaved face betrayed a certain hardness. He sniffed the air hungrily as he removed his overcoat.

"I'm hungry, Dora. Isn't supper ready?" he asked, with a little frown.

"I was resting awhile and didn't real-

ize how late it was, Henry. It will be ready in fifteen minutes."

Mr. Cheney grunted and retired to the sitting-room with a newspaper, while his wife flew nervously about from kitchen to dining-room preparing the evening meal. She was thinking of the days when they had been first married—when the very sound of his step on the path had set her heart to fluttering with anticipated joy. Now her heart fluttered through a sense of misgiving at his approach. She wondered bitterly what change had taken place within his heart that he should be so hard and cold towards her. Was it because she had always been meek and timid of his every word? Perhaps it would have been better if he had married a woman like Amanda Waters. Dora Cheney smiled to herself as she thought of it.

"I suppose you've been to that meeting this afternoon," remarked her husband as he carved the small slice of ham.

"Yes," said Dora.

"An unnecessary waste of money," commented Henry, stirring his tea. "Do you know how much that \$5 a year would earn if it was put out at interest?" he asked sternly.

"No. I don't know, and I don't want to know. I get \$5 worth of pleasure out of it, and that's enough," flashed Dora, with unexpected spirit.

Henry said not a word, but his look of utter amazement at her temerity in thus replying to him impressed Dora Cheney to such a degree that she found courage to proceed with a plan which was slowly finding shape in her mind.

The meeting of the Ladies' Aid Society was set for the following Thursday evening, and the Monday before that found Dora Cheney engaged in various strange occupations.

After her husband had departed for business she went from one room to another of the desolated house and raised the windows, leaving the shutters carefully closed, that no one might comment upon the unaccustomed sight. Then she went busily to and fro with broom and duster until several unused chambers were spick and span, and she as quietly cleaned the large front and back parlors,

dusted the big square piano that she rarely touched nowadays and closed and locked the rooms.

After that there followed several trying days when she cleaned silver and opened long neglected closets and sorted napkins and tablecloths. On Wednesday she baked all day and concealed the evidences of her extravagant cookery in the roomy attic. Delicious looking cakes they were, too. Angel, Lady Baltimore, cream cake and pound cake, and the materials that had gone into their making were charged in a special bill from the grocer, and it was an alarming sum. An order for several gallons of ice-cream had been sent to the adjacent town, and the magic name of Henry Cheney would insure its prompt delivery.

Thursday night found the Cheney supper table all cleared away at 6 o'clock. Ten minutes afterward Dora came out of the bedroom dressed in her best dress, a blue silk foulard, with a pink geranium in her gray hair. Her cheeks were as pink as the blossom and her dark eyes were shining with excitement. In her ears rang the words of Amanda Waters, and she found courage to do what had to be done.

"Henry," she said to her husband, "I want to show you something."

Mr. Cheney looked up from the paper, stared at her, rubbed his eyes and stared again. "What's the matter, Dora; you're not sick or anything, are you?" he asked bluntly.

"Of course not. Come with me," she said with unexpected authority. And to her amazement he followed her. She led the way into the hall lighted by the red hanging lamp and, ignoring his startled exclamation, threw open the door into the front parlor and displayed the two large rooms brilliantly lighted and pleasantly warm. There was a sheet of music on the open piano and a glimpse was had of the white covered dining-table in the third room—there were silver and glass and china.

Henry started, his face growing crimson with suppressed feeling. "There's a fire in the heater!" he sputtered at last.

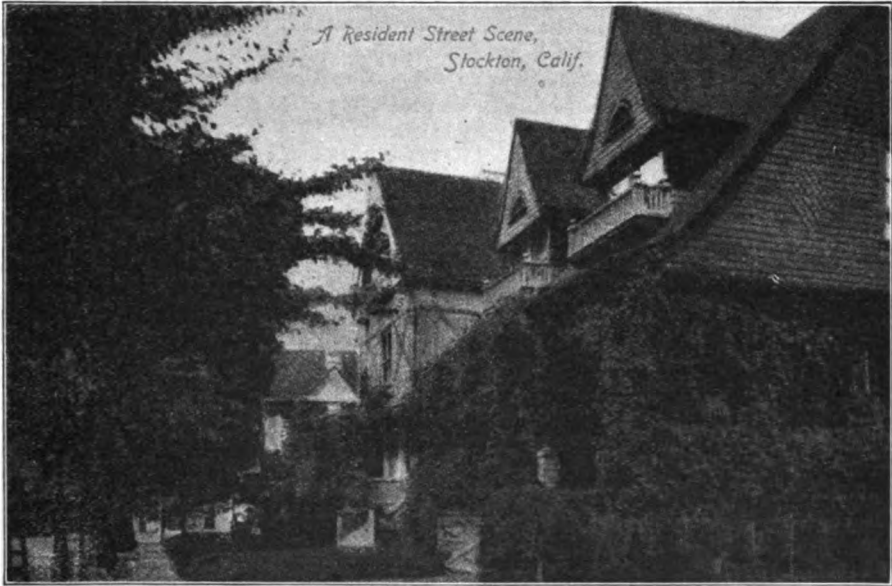
"Yes, there is, and a good one, too,"

said Dora Cheney courageously. And then, unconsciously imitating Amanda Waters' plain speech, she went on firmly: "Look a here, Cheese-paring, I'm expecting the Ladies' Aid Society tonight, and I've made four different kinds of cake, and I've used four dozen eggs, and I'm making gallons of coffee, and I've ordered ice-cream, and there'll be lots of people here, and I'm going to entertain them the best I know how, and I expect you to help me! If I hear one peep out of you, sir, or you fail to

clothes?" he asked rather awkwardly.

"After I kiss you, Harry," sobbed Dora on his shoulder.

"What do I know about it?" asked Amanda Waters that evening as she and her friends were recovering from their delight in the surprise that had awaited them when they knocked at the Cheney door. "Why, I guess that little woman has found out that the biggest men are the easiest to handle—you know the story of the elephant and the mouse? We can't call him Cheese-



BEAUTIFUL VERDURE TO BE SEEN IN STOCKTON, CAL. SEE UNION MEETING, LINKS DEPARTMENT.

—Courtesy Bro. C. J. Rafferty, S.-T. Div. 773.

make yourself agreeable, why, I'll put you down in the root cellar!"

There was a horrified silence, while Henry Cheney tried to adjust himself to the new order of things. It might have been Dora's youthful appearance, the becoming fire in her eyes, that cracked the crust around his frozen heart. "In the root cellar?" he asked dazedly.

Dora Cheney nodded, she was near to tears now.

"Why—I guess it will be all right. You needn't cry about having some company, Dora. I suppose I've been pretty blind about your having a good time. Shall I go and change my

paring after this spread! How do I know so much about managing men? I do know how, and I guess that's the reason why I ain't married!"

Revenge or Gratitude.

BY F. A. MITCHEL.

The tyranny of the kings of France, supported as they were by the nobles, culminated during the reign of Louis XV. Under his and previous reigns the people endured oppression. Under his successor they turned like hunted animals and swept away both the monarchy and the nobility. In the early part of the reign of Louis XVI. the lat-

ter were still disposed to treat the people as beasts created to administer to the comfort and the pleasure of the aristocratic class. In the latter part of the same reign centuries of cruelty were expiated.

While the storm was gathering and the nobles, accustomed as they had long been to the obedience of the common people, could not think of them with fear, a hunting party sailed forth from the chateau of the Marquis de Chantallaine and proceeded to shoot birds, not in the marquis' preserves, but in the surrounding country. It was the season for game, which was in plenty. One of the hunters, meeting a boy some sixteen or seventeen years old, accosted him:

"Here, boy! Carry this gun and bag for me."

"And why should I do that?" asked the boy.

"Why should you do that? Well, upon my word! What do you mean by asking such a question?"

"I mean that I see no more reason why I should carry your load than that you should carry mine."

The man held a whip in his hand to be used on the dogs and, regarding the youngster as no better than a dog, undertook to enforce obedience, cutting him across the face with the lash. But the spirit of rebellion against such tyranny had found a lodgment in the latter's breast, and with his fist he sent his would-be master sprawling on the ground. The huntsman, rising, deliberately took aim at the boy and shot him.

Only one other of the hunting party remained behind. Seeing the boy fall, he went to him and, stanching his wound, reproached the other.

"Why did you do that, Beaufort?" he said.

"Because the young dog was first impudent to me and then struck me. Come, let us go on and join the party."

But the other did not go on. He remained with the boy, who was badly wounded, and when he was satisfied that it was the only thing to do carried him to his father's cottage and sent for a doctor. The latter, after examining

the wound, said the boy would probably die, but this he could not tell.

"Here is money for your services," said the rescuer. "Attend him till he is well or succumbs and report to me, Count Marivard, at the Hotel de Ville, in Paris. When this is exhausted I will send you more."

The count left, followed by the blessings of the boy's parents, while the boy himself looked after him as he passed out with an expression of gratitude to which words could have added nothing. He lingered between life and death for awhile, then began to mend slowly. Again and again his doctor reported his condition to Count Marivard in the city, and every time the messenger returned with a gift of money. At last the boy recovered and went to Paris to thank his benefactor. He found him an officer under the government and an influential man.

Ten years more passed before the great shock came which was destined to rid France of her oppressors. When the storm broke it swept over the innocent and the guilty. Even women and children were not exempt. The queen as well as the king was forced to mount the guillotine, while the dauphin—the heir to the throne—a boy of seven, was secretly disposed of in prison. Not only noblemen, but their wives and their grown children, went down before the tempest of wrath excited in a people by years of extortion and oppression.

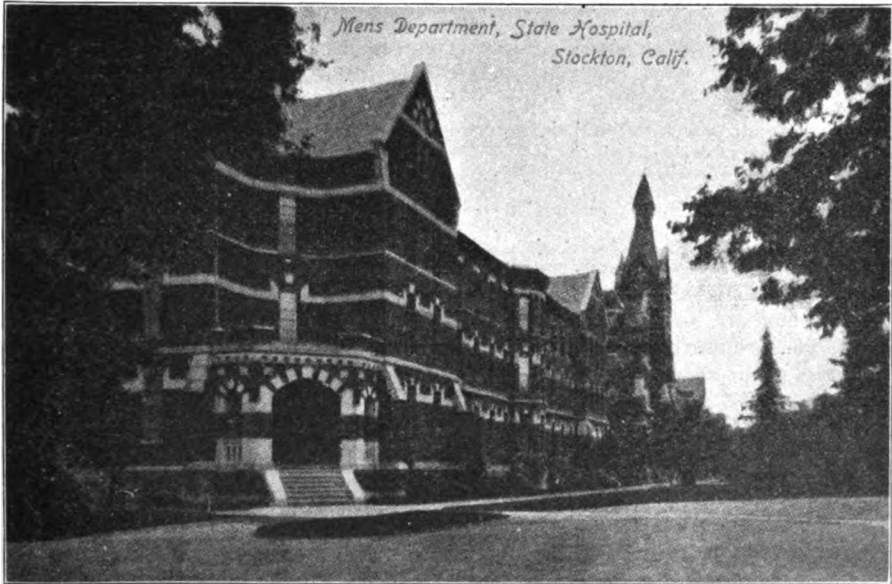
Among the younger leaders of the Revolution, now grown to manhood, was Victor Guerard, the victim of the Marquis of Beaufort's tyranny. He entered upon the work of regenerating France with the memory of his treatment burning within him. Each year since he had been shot had added to the wound in his mind, though that in his body had long ago healed. And when the people of his neighborhood congregated in groups to talk over the movement that was going on in the capital, he was among them, showing them the scar left by the bullet of the aristocrat and inciting them to join in throwing off the yoke of the hated aristocrats.

When at last the first gust of the

storm of Revolution appeared in the courtyard of the palace of Versailles young Guerard was there with a scythe in his hands, a fire in his eye denoting that he was ready to cut down together the weeds, the grass and the flowers. When the mob broke into the room of Queen Marie Antoinette he was there. When the king was taken by the mob to Paris, Guerard walked with others by his carriage, still carrying his scythe. When the king showed himself on the balcony of the palace of the Tuileries, decked

stead of the Napoleonic despotism that followed the Revolution. After the Girondists—or, rather, at the time they were sacrificed—so-called judges sat in improvised courtrooms for the purpose of eradicating the nobility that they might never again crush the people under their feet.

Victor Guerard was one of these judges. He wished not then so much to regenerate France as for revenge. He had had already enough to satisfy an ordinary person, but not for one who had



STATE HOSPITAL, STOCKTON, CAL., SEE UNION MEETING LINKS DEPARTMENT.

—Courtesy Bro. C. J. Rafferty, S.-T. Div. 773.

with the cockade of the Revolution, the man who had received the cut of a noble's whip across his cheek and had received his bullet in his body was one of the yelling crowd that derisively greeted the sovereign.

Then came what has passed into history as the reign of terror. Those of the so-called middle—really the best—class, who had guided the Revolution with a view to establishing a reform in the government, lost the control, and the flame they had helped to kindle burned them. The Girondists, representing the conservative, intellectual element, perished on the guillotine, singing the song of liberty they would have given France in-

felt the lash of an aristocrat across his cheek and the same tyrant's bullet crashing through his vitals.

One name, one face, he remembered—the name and face of the man who had shot him. He had hoped to meet this man, but thus far had not done so and feared that he had escaped with other nobles to Holland. He had in the beginning of the reign of blood handed in to the committee of safety the name of the Marquis of Beaufort as an enemy to France, which meant that he belonged to that class which must be eradicated and should be hunted down if possible for treatment by the guillotine.

One day while Judge Guerard was sit-

ting on the bench—a chair before a rude table—dispensing with those accused of being enemies of France, a man was led up before him, on seeing whom he started. The prisoner was the man he was looking for, the Marquis of Beaufort. A gleam of triumph, of hate, of vengeance, shone in Guerard's eye. He could scarcely contain himself.

"Aha, Citizen Beaufort! I am happy to meet you again, but I doubt if you remember me."

"I do not," said the marquis.

"Do you recollect meeting a country boy some ten or a dozen years ago and ordering him to carry your gun and game bag?"

"I do."

"And the cut you gave him with your whip?"

"Yes; I remember."

"And the bullet that you put in his side?"

"I am very sorry for that. I should not have done it. I was angry."

"Ah! You are sorry for it? Do you think, you nobles, being sorry for the centuries you have sucked the blood from the French people will save you, now that we have you in our power?"

The marquis made no reply to this question.

"I regret that you have but one head for the guillotine. I would you had a thousand heads that I might strike off one every day. I should rejoice to think that you were every day to be tortured by the remembrance that another head must fall before night. Guards, take him away lest I soil my own hands with him!"

"One moment, Citizen Judge!" cried the prisoner.

"Well?"

"When years ago I left you bleeding on the road one of the hunting party stanced your wound, then took you up and carried you to your home and called a surgeon, under whose care you recovered."

"That noble man saved my life. Were he doomed to the guillotine and I could go in his place I would do so, for I am not my own, but his."

"Since the beginning of the Revolution," continued the marquis, "I have seen this man and talked with him. He told me that there was one Revolutionary leader in Paris whom he had befriended. He gave me this in case I should be in trouble and should meet you, M. le Juge."

Thrusting his hand into his pocket, he drew forth a scrap of paper, which he handed to Guerard. The latter opened it and read:

"Citizen Guerard, I ask that you will befriend the Marquis of Beaufort."

The struggle that appeared in Guerard's face—a struggle between revenge and gratitude—is not to be described in words. He sat with the paper in his hand regarding the man he had just condemned to death. At one time a fierce light in his eye and a rush of blood to his face indicated that revenge had conquered. Then it seemed as if he felt the soft touch of an angel's wing, and the expression changed to one of childlike gentleness. While the struggle was going on every face was turned upon the judge, seeking to understand what this singular interruption meant. At last he said:

"Clear the room. I wish to be alone with this man."

When all had gone Guerard said:

"Where is the Count Marivard?"

"In England."

There was a silence for some moments, when the judge spoke again:

"My interest in the Revolution is gone. I had hoped to see you perish and that I might have an opportunity to give my benefactor his life. Both these wishes are denied me. By this bit of paper"—crumbling it spasmodically in his hand—"you go free. I shall send you back to prison, telling those who have witnessed the scene just past that you have important information to give concerning certain nobles in hiding. Tonight you will be taken out ostensibly for a special execution. You will be driven to the border, where you will be safe."

He paused a moment with bowed head, then cried:

"Guards!"

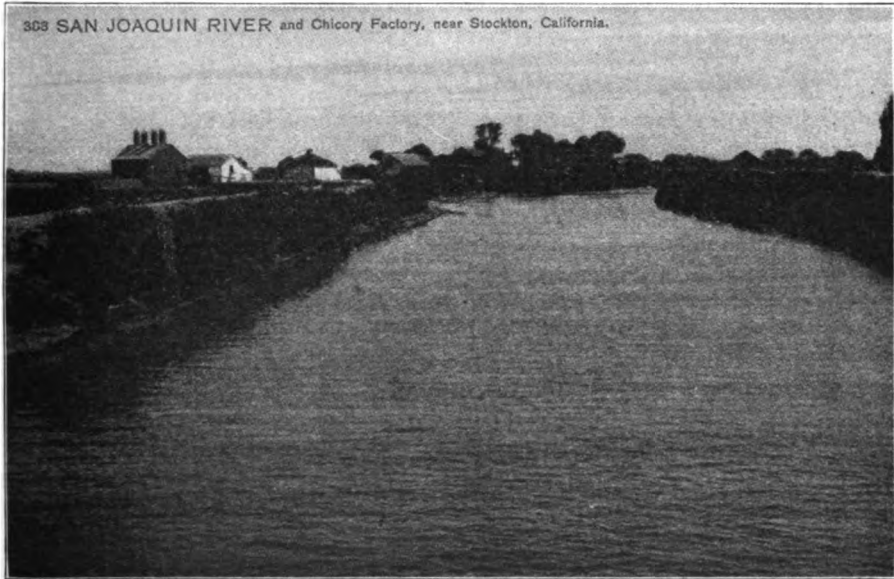
Blake's Surrender.

BY CLARISSA MACKIE.

Blake pushed his way through a thicket of chaparral, from which he emerged a little more ragged and dusty than before, and sat down by a tiny stream trickling its languid way toward the sand blown desert. His feet were hot and sore from two days' rapid traveling through untracked wastes, but so far he had come out unharmed. True, his broad sombrero

master to flee ungallantly with his papers and his bills of exchange—the currency he hastily buried. As he was the only American left on the force there was nothing for Frank Blake to do but to guard his company's treasure to the best of his ability.

He tossed off the tin box which had been strapped to his shoulders and unbuckled the stuffed belt which burdened him cruelly in the heat and stress of his long tramp. He kicked off his shoes and stockings and thrust his feet into



303 SAN JOAQUIN RIVER and Chicory Factory, near Stockton, California.
 SAN JOAQUIN RIVER, THROUGH THE FARMING COUNTRY SHOWN THE VISITORS TO THE UNION MEETING.
 SEE LINKS DEPARTMENT.—Courtesy Bro. C. J. Rafferty, S.-T. Div. 773.

carried two holes where an insurrecto sentry's bullet had gone zipping through, but Frank Blake had drawn his own weapon in response, and he was sure that the Mexican had taken a brief vacation from sentry duty.

Of course that only hastened his flight toward the frontier, for it was flight. Ordinarily he was not one to turn his back on a skirmish, but he was the paymaster of the Laguna Mines company, and as the revolutionary spirit of his miners forbade them to waste any more golden days delving in the darkness of galleries and crosscuts or upper and lower levels when there was insurrection afoot it became necessary for the pay-

the cool trickle of the stream and closed his eyes.

Naturally dark complexioned, the burning sun of Mexico had tanned his face to the complexion of the natives. His straight black hair clung to his brown forehead and added to the ragged, unkempt appearance, for ragged he was and uncared for. His clothing was torn to shreds by thorns and cactus spines, and the dust that covered his handsome features lent a grotesque appearance to an otherwise attractive personality.

All at once he opened his bright black eyes with the sudden resolve that a thorough scrub in the stream would re-

fresh him mightily. Hungry he was and thirsty, but he must go unsatisfied until he ran across a ranch, and in this locality they might be thick as pulque plants. As he bent to plunge his cupped hands into the water there came a sharp barking of a dog and the sound of light quick footsteps behind him. He turned to see a girl, slender, erect, with inquiring eyes of warm brown, a skin blended of the olive and the cactus flower, hair as black as his own and a red mouth rounded into a surprised exclamation at sight of him.

"Ah!" she said quickly in Spanish.

"Buenas tardes, senorita," returned Blake gravely, for there was hostility in her eyes now as she scanned him closely. Then he continued in Spanish as he arose to his feet, "Is there a house near at hand?"

"Why do you ask?" she inquired suspiciously.

Blake laughed shortly and included his outcast appearance in one graphic sweep of a shapely brown hand. "I am in need of refreshment and repose among friends. I have traveled far, and I am very weary." A trace of the weariness was evident in his voice. "For two days and a night he had not slept."

The girl seemed to hesitate. She looked over Blake's head, her forehead wrinkled in a pretty frown. Truly she was the flower of some neighboring hacienda, he decided as he noted the Spanish coloring of her complexion, though she wore the trimly cut garments of an American girl—a short snowy linen skirt and shirt waist, with loose sleeves rolled back to rounded elbows. Her uncovered head showed her hair arranged in two loose braids hanging far below her slender waist.

"Come," she said suddenly. "Come to my father."

He admired the girl's quick tread, so different from the languorous glide of her countrywomen, and attributed it to the free, open life which she had enjoyed as the daughter of a ranchero. He was aware that she was undergoing some perturbation on his account, for she frequently looked back at him and always with that distrustful glance of her eyes.

Presently he noticed that her hand always rested lightly on her right hip, and then he saw there was a tiny holster, from which protruded the ivory handle of a revolver. His own hand sought his weapon then, for if the daughter was suspicious the father might be openly hostile.

They topped a rise of ground and came upon a smooth, well made road winding toward a distant red roofed building set in the midst of a chestnut grove. North, east and west stretched a magnificent cattle range. Herds appeared like blots in the distance. The herders were black moving specks on the vastness of the grassy plain. As they went forward a horseman rode from the gates and, turning to the west, galloped madly along a palm shaded road. At the sight of him the girl uttered a sharp exclamation and ran ahead, but when she reached the gates he was out of sight.

She seemed disconcerted at this happening, and Blake was quick to guess that the man might have been her father and that in his absence she was doubtful what to do with the stranger. He resolved to help her out.

"Some tortillas and frijoles for supper and a bundle of straw for a bed, senorita; these would make me most grateful," he said eagerly, and the girl nodded brusquely and led the way up the avenue of chestnuts and into the courtyard of the hacienda.

With a gesture she detained him while she went to the door of an adobe wing of the building and brought forth a fat Mexican woman who scowled at the stranger in a most unfriendly fashion. The girl spoke rapidly to the woman in a strange dialect, of which now and then a word was familiar.

The supper was hot in more ways than one, but it was good, and Blake ate ravenously and drank of an excellent cup of coffee. He waved away a handful of cigarettes the Mexican woman contemptuously offered him and, to her astonished disgust, drew from his breast pocket a pipe and calmly proceeded to fill and light it.

"My hitting the pipe instead of the national vice has jarred them some,"

meditated Blake as he knocked the ashes out of the bowl and proceeded to convey his bundle of straw to the hut which an Otomi Indian had pointed out as his sleeping place.

Blake had planned to sleep with one eye open until the pale dawn should signify that eight hours of repose of a sort had been his. Then he would arise, throw a few dollars on the floor and resume his tramp to the frontier. He surmised that he was not far from the little Rio del Cuchillo, and by keeping close to its banks he would ultimately come out near Aguel, which was a few hours' walk from Fort Hancock.

In spite of his efforts to keep awake the young American fell into a sleep through which he was ever pursued by the fair Castilian, whose dark beauty enthralled his senses. So vivid were his dreams of her that when he awoke he was loath to carry out his plan of escape.

But prudence forbade this, for he had not comprehended enough of the girl's conversation the night before to satisfy himself that she was not a rebel sympathizer and to be avoided.

He was passing through the arched gateway that led into the drive when the sound of a voice smote sharply on his ear. It seemed to come from the wall of the arched passage. It was the voice of the *senorita*.

"*Quien es?*"

When Blake hesitated before replying she added meaningly, "If you do not answer, *insurrecto*, I shall surely shoot you!"

"But I am not an *insurrecto*, *senorita*. I am an American," he was beginning, when her contemptuous laugh ended his explanation.

"Ah, *senor*, perhaps you are also the commander of the American forces in disguise. I will thank you to return to the courtyard to await the return of my father."

"And suppose I do not surrender to your wishes?"

The ominous click of her little weapon was the only reply. Blake could see her now in the weird light of the coming day. Her lovely face was framed in a small window cut in the wall of the arched passage. There were shadows beneath her sweet eyes, as if she had not slept, and the long black lashes drooped against her pink tinted cheek.

"I surrender, *senorita*," he said gravely, and, lifting his hat, he returned to the adobe hut and once more threw him-



BROS. B. J. MITCHELL, C. R. HAGMEYER, 230; B. F. ROSE, 95, AND MR. J. R. ENGBERTSON, A FRIEND FROM SOUTH DAKOTA.

—Courtesy B. J. Mitchell, Div. 230.

self on the straw, a prey to a thousand new emotions.

Presently there came the clatter of hoofs as the *ranchero* returned from his journey. Servants flew hither and thither, and Blake heard the distant sound of a pleasant bass voice within the house. At last footsteps accompanied the voice, and he was pleasantly aware that the *senorita* was coming, too, to exhibit her captive.

"Hey, there!" called out the *ranchero* in English. Then he added impatiently, "*Vamos!*" The girl laughed deliciously at her father's mistake.

Blake appeared at the door as ragged a specimen of native Mexican as one would care to meet. But now his eyes were bright with anticipation, and a broad grin overspread his face as he held out a brown hand to the astonished big blond *ranchero*, who had America

written large over dress and feature.

"Hello, Smith!" was Blake's greeting.

"Hello yourself!" said the other, with a puzzled stare. "Who the dickens are you anyway? Why, it is Blake of the Laguna mines. You know I'm a stockholder there, Becky," he explained to the girl while he was pumping Blake's arm cordially. "Here, come out of that hole, old man, and come in among white folks. This is my daughter, Rebecca. Looks like a *senorita*, eh? but as loyal an American girl as ever left the States and came down here to rough it with her dad. Make your apologies to Mr. Blake, Becky, while I hurry up some breakfast and a room for—your prisoner, shall I call him?"

Rebecca blushed beautifully as Blake's hand closed on her own. "I owe you so many apologies, Mr. Blake, that I do not know where to begin."

"No hurry about it," the young man reassured her. "I believe I'll stay as long as your father will let me. Besides, I'm your prisoner. I surrendered, you know."

Rebecca did not offer to give him back his freedom then, and afterwards it was too late.

A Telephone Call.

BY WALTER BRONSON.

I had come in from my afternoon calls on my patients, tired and hungry, and luckily between after dinner and bedtime I was not called out. At 10 o'clock I turned in and fell into a sound sleep. At 11 there was a sharp ring at the telephone bell beside my bed. Half asleep, I was conjuring up excuses for not going out into the night and, taking the receiver off the hook, applied it to my ear and asked who called.

"Help! North side of Skelton Square! Only dwelling left among business blocks! See woman with white skin, brown eyes and reddish hair. Oh, my God!"

I could hear a gruff voice, "You come away from that." A shriek and a scuffle, and all was still. For a moment I thought of calling Central with a view to asking if they knew who lived in the house described, but since I would be

likely to wait a long while for the information and was not sure that it would benefit me I concluded to act without it.

I was a young man then, not quite thirty, yet old enough to have tired of being called up in the middle of the night to listen to persons' aches and pains. But I was not too old to be interested in a cry for help from a woman. Whether she knew who it was she called or had simply cried for help to anyone who might hear her I did not know. Indeed, to this day I have never learned how the telephone connection fell to me and have never been able to account for it. But, for that matter, I have never been able to account for a tithe of the mistakes occurring on my phone. I became awake at once and interested in a case that was not likely to come within the range of my profession. I sounded to James Dugan the signal to bring my auto to my door, dressed myself, took a revolver from a bureau drawer; then, snatching up my medicine satchel, on which I relied more than on the pistol, I ran downstairs and out to the auto.

"Skelton Square, James!" I said.

"What number, sir?"

"I haven't the number; north side of square; only dwelling house; let her go."

On the way I told James the circumstances, and he suggested that it was a case for the police rather than a doctor, but failed to convince me. It seemed to me that if the police went to the house, whoever was at fault would be forewarned, where a doctor, supposed to have been called to see a patient might gain access without being suspected of his real intention. As we drove through the streets at law-breaking pace, I having occasionally to cry "Doctor!" to a policeman who attempted to stop me, it occurred to me that in the few words the woman at the phone had been permitted to speak she had told a great deal.

When we reached Skelton Square we found the house without any difficulty, the only dwelling on the north side. It was an old house, above which modern office buildings towered on either side. There was not a light to be seen in it. The block was divided by an alley and the

house cornered on the alley. I told James to come with me and go down this alley to the rear of the dwelling and when I called for admittance to watch for the exit of anyone who might rush to get out in that quarter. If I succeeded in getting in he was to run to the front door, rap and, if possible, I would see that he was admitted also. He thought it would be better, should I succeed in making an entrance, for him to follow with a police force. But I preferred to

som a light approaching. A chain was loosened, a key turned, the door was opened, and an ill-favored woman looked at me over a kerosene lamp.

"Doctor to see the sick woman," I said in a businesslike tone.

"What sick woman?"

"The one who telephoned."

This seemed to put an idea into the woman's head. She doubtless knew of the telephone message, and I think it occurred to her that it had reached a phy-



BROS. W. H. M'MULLEN, 159; M. MEERER, 3; S. J. CAMEBON, 159; A. WILLIAMS, 170; F. M'MULLEN, 3.

—Courtesy Bro. M. Meeker, Div. 3.

rely on myself, to play the part of a physician till I had at least gained the necessary information. I had no mind to permit the cops to blunderingly start up my game too soon or to spoil my endeavor through jealousy.

I ran up the steps and rang the bell. No answer. I believed if a crime were being perpetrated in the house, if I knocked loud enough, the inmates would fear that I would attract the attention of the police and would answer the summons on that account. I therefore knocked gently, increasing my knockings, and at last began to kick with my boots. At this latter device I saw through the tran-

sician. Might it not be a good plan to avert any detrimental consequences by pretending that a doctor had really been called for?

"There is a woman here who is sick, but she doesn't need a doctor," she said.

"Whether she does or she doesn't is her affair. When I'm called out to see a patient I don't permit anyone to put me off. I might be held for criminal neglect."

I aggressively stalked into the hall. The woman asked me to wait a minute and went away. She had no sooner gone than I heard a tap at the front door, and I admitted James. I told him to stand by the door and if I were called to see a

patient to search for what he could find. The woman kept me waiting so long that I called out gruffly:

"Hi, you, there! Do you expect me to stay here all night?"

I heard voices, and the woman came back with a man. The latter looked ugly, but, seeing that I had been reinforced by James, said quietly:

"All right, doctor. My wife is suffering with a bad pain in her side. Come this way."

I followed him, keeping a hand on my revolver in my overcoat outside pocket. I was conducted to a room where a woman lay in bed groaning. Her hair and eyes were black, and I knew at once that she was not the person who had called me. Besides, it didn't require a physician to see that she was shamming pain. To give James time to make discoveries, I asked her a great many questions as to her symptoms, felt her pulse and her side, where she said she suffered the pain; called for hot water, and when they said there was no water heated I told them to heat it at once.

I asked if there were enough persons in the house to assist in an operation, and they said there were but the two women and the man. Hearing James cough in the hall, I wrote a prescription and told the man to go out to a drug store and get the medicine it called for. I thought for a time he would refuse. I looked up at him with stern surprise, and this decided him, and he went out doggedly. I followed him into the hall and signed to James to turn the key after him, which was done without making a perceptible sound. Then James and I approached each other, and James whispered in my ear:

"There's a door locked upstairs and someone moaning inside."

"Wait here," was my reply, and I went back to my patient.

The woman who had admitted me was in the kitchen heating or pretending to heat the water, leaving me alone with the one in bed. Taking some ether from my medicine case, I poured it on a towel and held it over her face. She struggled, but I held my ground, and she was soon unconscious. I called James, and, hand-

ing him my revolver, I told him to go into the kitchen and not let the woman there come out. Then I went upstairs and after trying a couple of doors found the one that was locked. I called out: "I'm the man you got on the telephone! What's the trouble?"

The reply came, "I have been kidnaped and am held here till I can be removed to"—

"There's no time to hear the story now," I interrupted, and in a twinkling I made up my mind between calling the police and taking the woman away on my own responsibility. Choosing the latter course I gave the door a vigorous kick; the lock or the woodwork about it was old and rotten, it flew open and a woman stepped out into the hall. There was no light on the floor and I could not see her features; but, having hurried her down stairs, I saw that she was young and comely. I called to James to lock the door leading to the kitchen and come quick. He did so and in another moment the three of us were in the auto spinning away.

"Where shall I take you?" I asked the lady.

"Anywhere except where I am known," was the reply.

"Why?"

"I have escaped from a retreat. It is a matter of property. They are trying to prove me insane. If they discover where I am the matter will be referred to the courts and they will send me back."

I caught on to this brief statement and resolved to take the lady to my house, where I lived with my mother and sister. It occurred to me that my decision not to call the police was fortunate. I carried my capture home and, arousing my sister, turned the prize over to her. Then I went to bed. In an hour I had been summoned and had found the person who had called for me and had rescued her.

The next morning she asked me to send for a lawyer, who came and took care of her case so skillfully that within a year she obtained full possession of an estate of which others were trying to deprive her and at the same time to

keep her in an asylum. I was called upon to testify before the court. The only thing I knew against her sanity was that she had accepted a proposition of marriage from so unworthy a person as myself.

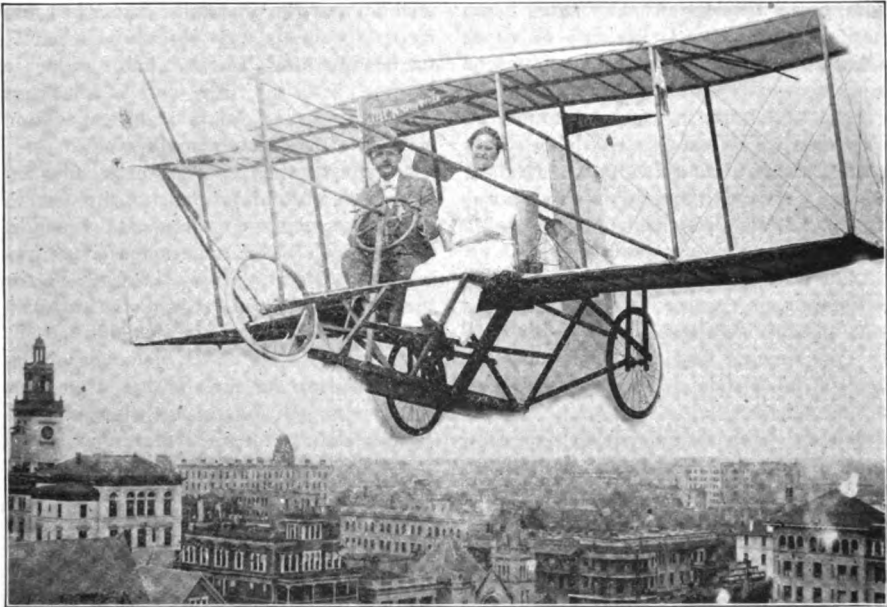
Shabby Genteel.

BY F. A. MITCHEL.

Fond of art from my childhood, I determined to be an artist. I wonder why it is that while the making of

beside the road. It was springtime, and the buds on the trees were opening with that pale green one sees but for a few days in each year. I was trying to get it on my canvas.

Down the road came a man whose clothes were shabby, but whose person, even in shabby attire, bore evidence of the gentleman. He had the light hair and blue eyes that indicate northern races, and his features were of the Saxon type. Seeing me sitting there sketching, he paused, his hand went up



BRO. W. W. BREWER, C. E. DIV. 498, AND SISTER BREWER AT THE JACKSON UNION MEETING. Brother Brewer, from appearances, is confident he can control both the throttle and the air; but he is flying pretty high for an engineer.—EDITOR.

pictures is a refined work, only a comparatively few of us women have become eminent in that field. But this has nothing to do with my story. When a child I was given drawing lessons, and when I grew older I went abroad to study. I suppose I should have remained abroad. Most American artists do. They paint pictures where there is a market for them. I came home to America, where I think there are as fine landscapes as there are in the world, and we have one scenic effect that is the greatest in the world, the Grand Canyon of the Colorado.

I was sketching one morning in a wood

to his cap slowly and doubtfully, a pleasant, deferential smile lighting his face, and he said with the accent of a German:

"You have a very beautiful subject for your painting."

There was nothing whatever to be afraid of in this deferential gentleman; besides, during my sojourn abroad I had made many such acquaintances—all travelers do except the English, and even they sometimes break through their conventionalism—so I received the man's salute as it was intended. He stood behind me and looked at my sketch, first giving me, as a well bred person

should, a compliment, then making certain criticisms and suggestions that at once struck me as being of value.

As I looked at his lithe figure, his genial face bearing every evidence of refinement and contrasting with his shabby genteel clothes, it struck me that I would like very much to make a drawing of him.

"Have you half an hour to spare?" I asked.

"Half an hour? I have half a century. I am a vagrant—what you call in America a tramp. At any rate, I am that at present. I am one of those persons one reads about in stories who become involved in some unfortunate episode the truth of which cannot be unraveled. For that reason I left my native country and went to France, where I served for awhile in that corps of the French army called the Foreign legion. Do you know what that is?"

"I do not," I replied, surprised and at the same time charmed at his frankness with an utter stranger.

"The Foreign Legion is composed of men of all nations, but largely of gentlemen who have either disgraced themselves or been disgraced by someone else. You will find there a Russian colonel who has been cashiered for cowardice, an English younger son so dissolute that he has been ignored by his family, an Austrian count who has been ruined at the gambling table."

"Surely," I said, "you have not committed a crime?"

"Yes—that is to say, circumstances made it appear that I committed a crime. But let us not talk of that." A shadow passed over his honest face. "I am here honored by your request that I shall serve as your model. What pose will you give me?"

"Please seat yourself on that log."

He sat down on the log, a light cane that he had cut himself in his hands, his position easy and graceful. I saw no necessity for posing him anew.

"Just as you are," I added.

"In what direction shall I look?"

I considered for a moment, then told him to look straight at me. An honest face is never so honest as when it is

looking you in the eyes. Rogues may exhibit assurance, but they can never counterfeit honesty, at any rate not to me. I wished to get that frank expression of his, which would win any jury and a woman every time.

I made a sketch, but was dissatisfied with it and, tearing it up, made another. This was better, but was only his face and figure without his expression. I laid it aside and tried once more. Meanwhile I engaged my model in conversation with a view to drawing out what I wished to get on paper, though I am free to confess my object was partly to detain him, for he had suddenly walked into my life, and I felt that when he walked out of it an impression would be left akin to loneliness.

I kept him till I had made four attempts at sketching him, and the fourth time, by accident, I suppose, I caught something of the expression I was trying for. Then he arose, thanked me for the honor I had conferred upon him and was about to depart when I said:

"I must insist upon your receiving compensation for the sitting. I am sure you are a gentleman, but there is nothing degrading in a gentleman's posing as a model even when he does not need money, which you evidently do need."

I had my portemonnaie in a bag I had brought with me and was opening it when he looked at me reproachfully, so reproachfully that, though he spoke not a word, I desisted. Rising and lifting his cap with the same deference as before, he said:

"Farewell, *fräulein* — *mademoiselle*. You English and Americans have no word by which to address a lady not married. This has been a pleasant episode in a ruined life. I shall never forget it."

Farewell. I wished he had said adieu, goodbye, anything but farewell. It is a word fit only to us at parting with the dying. And in this case it intensified the feelings I had at seeing him stroll away from me down the road, erect and with that swinging step a soldier gets and once got can never shake off.

If when I had sat down to transfer to canvas the first verdure of spring any-

one had told me that a man whom I had never seen and did not expect to see again would come along and leave a sketch of his face and figure, taking away in exchange my heart, I should have considered the prophet a lunatic. Yet there I sat, with the picture in my hand, and there walked away the man with my heart, without once looking back.

I saw him approach a rise in the ground and hoped before he descended on the other side he would turn with a last wave of his hand. But he did not. He passed out of sight, treating me as a woman with whom he had no acquaintance.

"He has been ruined," I said to myself, "through no fault of his own, but he will not permit anyone else to share his obloquy."

About a year from this meeting, on looking over a newspaper, I glanced at the personal column. I don't know why I have always been accustomed to read the personals, but I do. I suppose it is because in some of them I think I can see a romance, and I love to wonder what that romance may be. For the same reason I like stories in which the principal parts are left to the imagination. What I know ceases at once to interest me. What I don't know and imagine to be a story in itself never ceases to interest me.

As I was saying, I was reading the personals in the newspaper when I came upon one under the heading of "Information Wanted" that described my model. The description of him was perfect. I felt absolutely sure that I was right in my inference that it referred to him. It occurred to me that in identifying the missing man the sketch I had made of him might be of great assistance. I wrote a note to the advertiser that I had met such a man and had made a sketch of him, which would be at his service if he required it.

I received a reply from a German-American firm of attorneys, who replied that the person sought was wanted abroad and the lawyers had letters for him. I took the picture to them, which they referred to one who knew him and

pronounced it his likeness. I loaned it to them, and they had it photographed and used with subsequent advertisements.

One morning a card came up to me bearing the name of Baron Carl Richter. My heart leaped to my throat, for I divined at once that the man I had thought of by day and dreamed of by night had returned to me. But how should I go down to see him with my heart fluttering like a frightened bird? Mastering my feelings as well as I could, I finally went down to see my model, not in shabby genteel habiliments, but dressed like a gentleman. But one thing I noticed—his present attire did not add one whit to his appearance of refinement.

He told me that he had been vindicated—how, I never knew and do not know today. Nor do I care to know. From the first I was as sure of his innocence as if an angel had proclaimed it. And it did not raise him in my opinion, for he had never so required raising. But I rejoiced that the obloquy had been taken from him. And I rejoiced, too, that his former rank and office had been restored to him by the sovereign of his state.

He had been discovered by means of the sketch I had made of him and, when shown it at the office of the attorneys, had asked for my address, and as soon as he could make himself presentable had called upon me.

That brief meeting at which the sketch had been made was as much to him as to me. When he had walked away from me—so he told me—the world before him looked darker even than it had looked before. It was the trial of his life, when he stood upon the crest, to avoid turning for a parting glance before descending.

On returning to the principality to which he belonged he took me with him as his wife. He is now always well—sometimes faultlessly—dressed, but I love to remember him in his shabby genteel clothes, sitting on that log looking at me with his honest eyes.

Though, as I have said, I do not know what was the cause of his disgrace, there are a few, very few, who do, and by them he is considered to have made a martyr of himself for someone,

the world doesn't say who. It has been said that it was a prince of the blood who should, but for reasons of state, have borne the disgrace himself. Others aver it was for a woman, to shield whom he placed himself in the position of a thief. I suppose that I, being a woman, should wish to know the story; but, in the first place, I am not one of those who are permitted to know it, and, in the second place, I love stories the denouement of which I may feed my fancy on and enjoy having one in my own household.

The Angel of the Household.

BY ESTHER VANDEVEER.

When I became engaged to my Julia it was with a condition which she imposed upon me that her aunt, whom she considered one of those "angels of the household" we hear so much about, should live with us. I was totally inexperienced in domestic life except what I had known at my own home, and since we had been a united family—father, mother and children, with no outside element—my idea of the home circle was that all families lived happily together. I told Julia that she would need someone at home during the long days when I was at business and it was very fortunate that her aunt was available.

Aunt Abigail had fitted so well in the house of which she had so long been the head that it did not occur to either her or Julia or myself that she would not fit in in a family where she must resign all authority to her niece, whom she had brought up from a little girl. What was our surprise when on our sitting down to the first meal to see Aunt Abigail assume the woman's end of the table!

Nothing could have occurred to show us so suddenly and clearly that we had begun married life with a handicap. It was plain that the old lady expected to go right along as head of the household without any variation from what she had been accustomed to. It was also plain to me that the incubus would be much harder for Julia to bear than for me. I would be away from the house from 8 in the morning until 6 in the evening, while Julia would be in her own household,

which would be under the guidance of Aunt Abigail. Instead of expressing my feelings, therefore, I smoothed matters over, told Julia that we would find a *modus vivendi*—by which term the diplomats express a way of getting on without going to war—and she must not worry.

But the only way of living together peaceably was to turn over everything pertaining to the house, to say nothing of our other affairs, to the angel of the household. Our honeymoon was followed by a vinegar moon, at the end of which something happened which furnished me with an idea. I am one of those fellows who are constitutionally opposed to butting heads against a stone wall when people can go around, over or under it. That which I speak of as having happened seemed to offer a bypath over which Julia and I might travel to peacefully recover our home.

The incident referred to was the death of a cousin of mine who had the sole care of her father's home. I received a letter announcing my cousin's death at the breakfast table and, assuming a melancholy air, said:

"It is my duty to take my uncle Amos into my own home and give him the attention he has received from his daughter. You'll help us out in the matter, won't you, Aunt Abigail?"

Aunt Abigail's countenance did not indicate that her heart would be in this merciful work. As angel of the household she did not fancy dividing her sway with a disagreeable old man. She asked if there were no other relatives whose duty it was more than mine to give the old man a home. I replied that there was no one. She then asked how old my uncle was, and I replied that he was 58.

Knowing that the mistress as well as the angel of the household would bring a pressure to bear on Julia to break up this plan of mine, I did not consult my wife in the matter. As I expected, on my return from business Julia came to me with a protest, which I was sure had come from her aunt, against introducing a firebrand into our happy household. I replied that I had respected Julia's sense of duty in the matter of providing a

home for her aunt and I now expected her to be equally just to me with reference to my poor uncle. And I made my reply so decisive that it was evident there would be no use in trying to alter my resolution.

Now, my uncle Amos was one of the finest old fellows in the world and would no more encumber me and my wife, or any other young couple, for that matter, than he would commit murder. He had befriended me many a time, and I proposed that he should do so once more. When he had become settled in his new life after his daughter's death I went to him and told him of my proposition to my family to take him in and give him a home. He was about to interrupt me with a protest when I went on with my plan, asking him if he would oblige me by visiting us for so long as would be necessary to get Aunt Abigail out of the house. I should expect him to make himself as disagreeable as possible—the more disagreeable the sooner his work would be done.

Uncle Amos argued against the move, saying that I would better oust my wife's aunt by turning her out, but I convinced him that the family peace would be better preserved by my method than by his. So at last he promised to aid me if I would wait awhile. I waited a month; then with my uncle's leave announced to my family that the poor old man would be with us the next evening for dinner to remain indefinitely.

When on the day of his arrival we were sitting down to the dinner table I motioned my uncle to the seat at my right. But he, seeing Aunt Abigail at the other end of the table, sniffed the air with assumed anger and said:

"I've been used to sitting at the head of my own table for forty years, and I see no reason why I should take a back seat now." He glared at Aunt Abigail, as much as to say, "I propose to have the same rights as the other interloper."

I at once deferred to the old gentleman, giving him my seat, thus resigning the remaining half of the head of the house. His selfishness brought a frown to the face of Aunt Abigail, and I am quite sure she had no idea what-

ever that her own selfishness was exactly the equivalent of the disagreeable old man opposite her.

We had not been long dining before Uncle Amos addressed my aunt: "These young people deserve encouragement. They're mighty good to take us old folks in and give us a home. I presume that you have made them a good settlement."

Julia and I looked at each other. Aunt Abigail, who was well off, had not even given Julia her trousseau. The old lady glared at my uncle and made no reply.

"Well," resumed the old gentleman, "I don't propose to be outdone by anybody. What you give them, I give."

Still the only reply was a glare.

"What do you say to starting a fund of \$10,000 each? I'm ready to turn over ten 5 per cent first mortgage bonds worth in the market \$12,000 to \$13,000 if you'll do the same."

"I would have you understand, sir," Aunt Abigail finally replied, "that I do my giving independently of you or anyone else."

"Oh, well," said Uncle Amos, "then I'll do the giving alone. I intended to leave my nephew that amount in my will, and now that he has been so kind as to give me a home for the rest of my days I'm willing to pay for it. Tomorrow I'll transfer the bonds to him."

And so he did, thus assuming an advantage over the old lady that she could not regain except by coming down with an equal amount. This I knew she would not do, nor would my wife ever get the benefit of any part of her property, for it was all willed to a ne'er-do-well son who had a large family of his own. As to my uncle's property, I knew very well that with the death of his daughter I would, if I should outlive him, inherit all of it.

Uncle Amos played his part remarkably well. Aunt Abigail would have dominated me through my wife and broken up my game but for his generosity. Whenever Julia came to me to beg me to get rid of my uncle I had only to say: "My dear, how can I do that when he has given us \$12,000 and I expect to be the heir of all his property? Would you have me offend him at such

cost?" That always ended the argument.

Uncle Amos was not slow to discern those things by which Aunt Abigail set most store and never failed to claim them for himself. Nevertheless the old lady hung on. On several occasions my uncle would have given up the struggle had I not represented to him that if he deserted me I should have Aunt Abigail on my shoulders for the rest of my life, as Sindbad the Sailor carried the Old Man of the Sea. Then he would say, "I'll stick to it awhile longer, my dear boy," and renewed the contest.

At last Aunt Abigail told my wife that if we didn't get rid of that old miscreant she would leave herself, hinting at the same time that she had meditated dividing her fortune at her death between her son and Julia, and if she left the son would get all.

Julia, who believed the old woman's statement, made a final effort in her aunt's behalf, but I stood firm, and our household was at last bereft of its angel. We loved to have Uncle Amos with us and kept him as long as possible under the plea that if he went away the angel would come back. But after she had settled herself in her own house the old gentleman departed, making us a present of ten more bonds as "some token of his gratitude for our great kindness to him in offering him a home."

He did not live long after this, and happily before he died we were enabled to show our own gratitude by nursing him during his last illness and were thankful for the opportunity.

Aunt Abigail is now a very old woman and bids fair to be a centenarian.

A New Phase of the Servant Question.

BY LOUISE B. CUMMINGS.

Two convicts sat together in a prison yard sunning themselves and smoking their pipes. Other prisoners were either lounging about or taking exercise walking to and fro, while the guards kept an eye out for all to make sure that they were not getting together in one or more groups. The two men smoking together, though they had no acquaint-

ance, opened conversation in the usual way.

"What are you here for?" asked one.

"The servant question."

"What's the servant question got to do with yer bein' within walls?"

"Oh, it's a long story; but, seein' we've nothin' better to do, I don't mind tellin' it to you."

"Go on."

"I've always made it a rule to work through servants. I can get more advantages by takin' 'em in to a deal than in any other way. They make it dead easy for a feller. The easiest job I ever got was this way. I was walkin' along a street in a suburban town, where the houses wasn't too near together, lookin' for a job, when I come to a decent lookin' house—not too fine, for in the finest they have safes; nor too poor lookin', for in them kind they don't have nothin' to put in safes; but the middle kind, where they have good things, but not so valuable that they keep 'em out o' the way—as I was sayin', I come to a house of the middle kind, and, goin' around to the back door, knocked and asked the maid if there was any old clothes in the house they didn't want. I was out of a job and would be glad of anything I could get.

"She looked at me, and, says she: 'You don't want any old clothes. You're lookin' for a job, but not the ord'nary kind of a job—one with more profit in it than doin' odd jobs at 20 cents an hour.'

"She looked at me kind of knowin' and I twigg'd right off. 'I wouldn't mind a pard,' I says, and she asked me what I meant and I says 'halves.' 'That's fair,' she says. 'When do you want to begin work?' 'I always work at night,' I says, 'when other people is sleepin'.'

"Well, I made a deal with her right off, and I was to do the job the next night. The maid was goin' to have friends to dinner then, and she was always expected to put away the silver, the best bein' brought out on swell occasions. I took to that idee and pulled out a fiver to bind the bargain. After takin' my instructions how to git in and what to do next I goes away.

"The next night about 11 o'clock I

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went to the house, and they was jist puttin' out the lights. A cop went by slingin' his night stick, so I waited till he'd put a block or two between me and him; then I went into the back yard and sat down in a dark place for half an hour, givin' 'em time to get to sleep. The maid had left a stepladder outside, 'cause it was a basement house, and I was to git in at a back kitchen winder on the main floor.

"I put off the job till I felt that all that was goin' to sleep had gone there; then I puts the stepladder agin the wall and goes up to the winder. It went up as slick as if it had been greased, and, feelin', I found the maid had soaped it. This made me feel sure she wasn't trickin' me and was doin' everything to help me on. I got down to the floor inside and follered the direction she'd given me, passin' from the dinin' room into the pantry, where the maid said she was goin' to leave the silver, tellin' her mistress the next mornin' she'd forgot to take it to her room, where she kept it nights, so she wouldn't have to waken anyone by gittin' it in the mornin'.

"I got into the pantry all right and was feelin' for the swag when an electric went up, and there stood a cop at each of the pantry doors. They had me cooped up, and I was covered by both of 'em at the same time.

"It was all up with me, of course. They clapped the bracelets on me and took me out into the hall. All the lights were turned up, and downstairs I saw the gentleman of the house comin', with the maid behind him, only they all was dressed in their regular clothes. I was all broke up by seein' the maid dressed like a lady.

"Well, said the gentleman to his wife, 'this doin' your own housework is a savin' in more ways than one, isn't it, my dear? There's a thousand dollars' worth of property held on to by your bein' maid and cook and all the other servants, and I'll put half of it into a brooch for you.' Then, turnin' to the cops, he said to 'em: 'A year ago, when we was spendin' a thousand dollars a year for servants, we lost \$5,000 more in one night. Luckily my wife likes house-

work, isn't literary, don't write papers for woman's clubs and is a profitable woman to have in the house.'

Then he jist takes her in his arms and gives her a smack, and she was the proudest lookin' woman you ever seen. But I noticed that when she seen me between two cops she looked sorry for me."

The convict paused and then added reflectively: "I don't say that all servants is in with us, but I does say that if all the leddies in the land gits to doin' their own housework the most profitable part of our business 'll be gone. But I don't reckon they'll do it. The wimmen is gettin' brainy, and they likes to write papers and spout 'em. But we got to look out for them as isn't up to them literary pranks."

A New Remedy.

BY DONALD CHAMBERLIN.

When I graduated from the medical college I secured the position of house surgeon at a hospital. I had not been there long when a man was brought in who had fallen from a scaffold. He was dying and I told those who had brought him there that nothing could be done for him. His brother was not satisfied and telephoned for a physician, Dr. Blackwell, who stood very high in the profession, to come right over. He went to work on the patient as soon as he arrived and succeeded in prolonging the man's life perhaps an hour. It struck me that he would have better let the man die at once instead of prolonging the agony.

Those connected with the dead man complained of me to the doctor, and before he departed he said to me privately:

"Young man, never give up a patient until he is dead. When you have tried every remedy applicable to the case try something that is not applicable—hot water, cold water, mustard, alcohol, anything—to persuade him to believe that you have not given up hope. Such a course may carry him over the bar and bring him into a snug harbor."

I remembered Dr. Blackwell's advice. We practiced in the same town and occa-

sionally ran across each other, though he had a practice much superior to mine. However I met a young lady whom I wished to make my wife, a Miss Helen Stanford, and, although I was not very well started in my profession, I was so deeply in love that I was not inclined to wait. The lady's father was of a different opinion. He positively forbade the match—at least, till I could count on a practice of \$5,000 a year.

I was in despair, for the best I could scrape together was \$2,000 a year, and I felt sure that ten years would be required to reach the goal, if I ever reached it. Helen loved me, but was fearful that if she married me she would be a drag on me instead of a helpmeet. So she decided with her father.

One evening, about a year after I had been turned down, there came a sharp ring at my telephone, and on taking up the receiver I heard Helen's voice.

"Oh, Paul, do come at once. Father has got a fishbone in his throat and is struggling desperately to get it out."

"I'll go right around," I said, and, dropping the receiver, ran out to my buggy that was standing at the door and drove madly to their home.

On reaching there I found Mr. Stanford frightened out of his wits. He was literally choking to death. I directed the family to call for another doctor—Blackwell, if they could get him—and then I went to work with every device I could think of to get out the fishbone. Nowadays they resort to tracheotomy—that is, cutting a hole in the windpipe through which the patient may breathe—but if they practiced it then I was not up to it. I thrust hooked instruments down the throat, but somehow I couldn't get a purchase on the bone. Under my operations my patient was every moment getting more frightened and finally fell into such a condition that I could not get at his throat.

Meanwhile messengers were running hither and thither to get another doctor, with no luck in finding one. Then the advice Blackwell had given me about never giving up hope with a patient till he was dead occurred to me, and, since I could not think of another direct remedy

in the case of Mr. Stanford, I decided to apply an indirect remedy.

"Have you any fat ham in the house?" I asked of those standing about.

"No."

"Grease of any kind?"

"We have some bacon."

"Bring some at once."

The bacon was brought, and, cutting it into small bits, I forced the patient's jaws apart and dropped them one by one down into the throat.

Now, whether any of the pieces went down into the stomach or not, whether the fat bacon made the patient sick, I don't know to this day, but he threw up his dinner, and with it up came the fishbone.

Before he could even speak Mr. Stanford grasped me by the hand, and when he did speak his first words were:

"You've saved my life."

At that moment there was a ring at the doorbell, and in came Dr. Blackwell. My patient pointed to me and repeated with difficulty that I had saved him. The doctor looked at the bacon fat I was wiping off my fingers and was about to ask what treatment I had used when I tipped him the wink.

"I used an emetic, doctor," I said, "expanding the throat."

"Very right," said the doctor. "Just the thing."

Dr. Blackwell and I went out together, and when we were alone he looked at me for an explanation. I reminded him of the advice he had given me at the hospital and how I had profited by it. He was much amused, and my act quite won him to me. Soon afterwards he took me into his practice with him, and Mr. Stanford ceased his opposition to me from the time I relieved him of a fishbone in the throat by a dose of raw bacon.

I married Helen Stanford, and we have been very happy together.

He Left a Clew Behind Him.

BY GROVER J. GRIFFIN.

I was down on my luck and altogether discouraged. I had come to the city six months before with \$400 in my pocket to look for a position. All but \$7 was gone,

and I had not found the position. Besides, I owed a board bill which I couldn't pay. I decided to go home, but didn't like to remove my baggage without paying my indebtedness, so I left my trunk and all my clothes except what I absolutely needed. These I rolled in a bundle and carried out under my arm. I would write my landlady from home that I had left and was not coming back.

On my way to the station, passing a trunk store, I thought I would go in and buy a cheap bag in which to carry my belongings. My ticket to my home would be \$5.50, so I hadn't much to spare for the luxury of a satchel. I found a man in the store looking at some suit cases. He bought one and transferred some clothing and a package to it from a suitcase that I thought as good as the one he purchased and asked the storekeeper to throw the latter away. As soon as he was gone I asked the storekeeper what he would take for the case that had been left, and when he said 50 cents I bought it.

I did not notice till I was boarding the train that it was marked on one end with the letters "E. R. N.," and that my attention was called to them by a man standing near the car steps looking at them with considerable attention. He followed me in, took a seat directly behind me and, pulling out a newspaper, began to read. It was not till we had left the city limits that he leaned forward and said:

"How are you, Nayler?"

"My name is not Nayler," I said. "You are mistaken in your man."

"You are Edward Naylor, alias Bill Shanks, alias Pete Devon, and you don't want to deny it with your initials on the end of your suit case. The only thing that puzzles me is that you should attempt to get away with the swag with such a dead giveaway about you."

I told the man how I had come to buy the suitcase and, opening it, showed him that it contained nothing but clothes. He believed my story and at once asked me if I would know the man to whom the case had belonged. I told him I would. Then he said that the fellow had been a valet in an immensely wealthy

family and had walked off with some \$80,000 worth of jewels. A maid in the same service who was implicated in the theft had confessed to my informant that Naylor was to leave the city on that train, but he would doubtless be disguised. "He will probably wear the same clothes and make up as when you saw him in the trunk store," added the man behind me, "for he wouldn't have had time to make a change. I wish you would go through the train and spot him."

"What is there in it for me?" I asked.

The man who was working for a reward of \$20,000 offered for the recovery of the jewels dickered with me for some time, offering me amounts ranging between a tenth and half of all he was to get out of it. I closed with him on a half, and, going rapidly through the train to the baggage car, I turned and walked back slowly, looking carefully at every one. I recognized my man in the next car ahead of the one I had been riding in.

My friend—Dawson was his name—was delighted, and, taking some paper and a fountain pen from his pocket, he wrote an agreement to pay me what he had verbally agreed to pay in case of success. Then we changed our seats into the next car forward, where we could keep an eye on Mr. Naylor. Dawson wrote a telegram to the chief of police at the first large place on our route to have a force at the station to arrest a man, and at our first stop I got out and sent it, having first arranged with the conductor to hold the train for me.

On approaching the place where the arrest was to be made I stood at the front door and Dawson at the rear, so that from whichever door he went out we could keep track of him. That he would leave the train at that point we felt confident, for the conductor had informed us that his ticket would carry him no farther. If he did not we were to hail a policeman from the platform.

Our man left the car by the front door. I followed him and saw several men in police uniform looking up at

the train. I beckoned one of them and pointed out Mr. Nayler. He was the most surprised man I ever saw. He turned as white as a sheet, and when one of the policemen took his suitcase from his hand I thought he would drop. We took him to a police station, where his suitcase was opened, and I saw the package he had transferred in the trunk store. The outside wrapper being taken off disclosed a box and inside the box a display of jewelry worthy of the window of a high grade jeweler's shop.

Well, we all returned to the city together, where our captive was landed in jail. I went back to my boarding house and said nothing about having started for home. In due time the reward was paid—half to Dawson and half to me. Then I started for home again, but this time with my baggage. When I returned to the city I set up a detective office and have been since reasonably successful.

National Union of Railway Men in England.

We glean the following very interesting matter from the *Railway Review* of March 28 and April 4, published in London, England, which is the official publication of the Amalgamated Society of Railway Servants, which was made up of diversified classes of employees. The following is an account of the merging of other societies, making the new National Union of Railway Men cover all classes of service:

FAREWELL TO THE A. S. R. S.

BY THE EDITOR OF THE REVIEW.

This week end, March 29, will see the transformation of the A. S. R. S. The name—the letters—which have been the inspiration of thousands and the organization which the name represents will have ceased to be. It will not be dead, its life will have been transferred to newer and wider channels. It will be like a river, which, when it gets to a certain part of its course, meets other streams, widens out, and is henceforth known under a new name. The old river still exists; its waters steadily growing from its tiny source among the hills, picking up small reinforcements, and

gathering volume until in the fullness of its course it meets larger tributaries and changes both its name and to some extent its character. It is not only that it is bigger—not only that it carries a greater volume of water; it is a new river, with a greater destiny, carrying a larger burden and resounding with the hum and movement of a larger life. The physical features are changed, and the traffic upon its broader and ampler bosom reflects the character of the changed. The Isis becomes the Thames, the Ouse loses itself in the Humber, and the swift Missouri pours its waters into the greater Mississippi. So it is with the passing of the A. S. R. S. It leaves its narrower but ever-widening banks for the larger sphere of the National Union of Railwaymen. We may emerge into the larger stream and gaze upon its wider channel with some regrets for the beauty of the course we have left behind. The charm of the sylvan woods and the green uplands may be gone, but the wider life of the broader stream makes some amends, and in any case there is no turning back; no banking up of the waters is possible. We have now reached such a point in the history of the organization of railway men. We are at the meeting of the waters.

Before we commence our Humber let us glance backwards at our course. The A. S. R. S. has been no mean stream. Its life-flowing waters have fertilized many lives and its broad surface carried many precious freights. Since a few men met in London in 1872, and registered some rules and took upon themselves the task of starting the organization the work has been continuous. To continue the simile, the river has passed through many vicissitudes. In its early days its course was something like that of a mountain stream, tumbling over rocks and down declivities until in time it reached a more level plain. For a time it pursued an even course, then it narrowed; the channel became deeper and the current stronger, and for a time again its waters were turbulent and troublesome, until in the course of nature it found a softer soil and a more natural channel. And thus it has gone on until at the end

of 1912 it was a stately stream, flowing with steady rhythm between banks redolent with life and bearing on its proud waters the evidences of a great merchandise more precious than silver and gold. Look at the figures. At the end of 1912 the membership stood at 132,002, and during its 40 years' existence it has disbursed in benefits for legal defence, £114,173; donation, £217,000; protection, £190,384; disablement and death, £135,139; orphans, \$178,771; or a total sum of over £835,000. Today the stream is wider than ever, and the funds in hand reach a total of no less than £377,800. Who shall say that a stream of such dimensions and such utility has not been worth while, and still further, who can wonder that in passing into a new life we part with the old with at least a pang of regret and a sigh for the glories that have been? The A. S. R. S. is no more. Long live the National Union of Railwaymen!

In looking back it is not difficult to see how much railwaymen have owed to the press in the matter of organization. Almost before the A. S. R. S. was born the *Railway Service Gazette* was started by Michael T. Bass, M. P., and it was owing to its advocacy and assistance that the early days of storm and stress were got through. For some years that journal was the organ of the new society and its principal supporter. It was private property, as was also the *Review* for a short time after its inception. Since then, as in other matters also, railwaymen have learned to lean on themselves and to carry their own burdens. At the beginning they obtained the first impulses toward organization from outside sources, and took their first lessons from people in other walks of life. For that help they have never ceased to be grateful, and they regard the assistance then given as a genuine attempt to produce a self-reliant and sturdy race. If we dispensed with the adventitious aids when growing strength and increasing wisdom came it was not because we despised them. Since 1880 the *Review* has been the recognized organ of the A. S. R. S., and with the advent of the new union it becomes also a part of the new machin-

ery for the betterment of railwaymen. I may perhaps be permitted a personal note. The change—the great change—which took place coincides with the close of the 15th year of my editorship of this journal, but of that it is for others to speak. I will say this: For the ordinary work of the paper not a single penny has ever had to be paid out of the coffers of the union for its upkeep since that date, but, on the contrary, some pecuniary return to the union has been made. But neither myself nor the staff are satisfied with the achievements of the past. New creations create new opportunities and bring new duties. The circulation is not what it ought to be, and we appeal to the members of the new organization to give us a chance to increase our usefulness by enlarging our circulation. If we can get that we can consider the possibility of enlargement of the paper and the introduction of new features. Without it, it is possible to keep on doing the best we can with our present size, but the margin is too small to do more.

The future is now with the National Union of Railwaymen. To the A. S. R. S.! Farewell.

THE RAILWAY REVIEW OF APRIL 4.

The week ending March 29 will remain memorable in the industrial history of this country. The passing out of existence of three unions and the coming into being of the new National Union of Railwaymen is an event not only of great significance to railwaymen—it is a landmark in the history of Trade Unionism, comparable only to the day when the complete federation of the Miners' Associations took effect. In some respects it was even more significant than that event, for in the case of the railwaymen it is no loosely bound federation which now exists, but a compact, solid organization, with one executive committee, with central funds, and with a thoroughly united body of men behind it. The "National Union" owes its significance to the fact that it marks the end of one era and the beginning of another. It is a "new" union in more respects than one. There is nothing exactly like it anywhere else in the world. It breaks

with many past traditions which have hitherto ruled in the Trade Union world, and is the first real attempt to create a union in which the employer and not the nature of the employment is the basic principle.

It starts with a membership of close on 180,000, with nearly half a million of accumulated funds, and with a staff of skilled and expert officials whose training ought to insure for it success.

It starts with a new name, which is in itself an omen and a portent; a break with tradition and a token of emancipation.

Its machinery and its methods are alike new in many respects, though they involve as little departure with past traditions as possible. It adopts the single transferable vote in all its elections.

It gives each department autonomous government through a sub committee, subject to and governed by a full executive committee sitting together. It gives the executive committee power to appoint full time local secretaries where the numbers and the funds will permit, in addition to which branches may merge their forces if they so desire so as to secure the saving of rents for meeting rooms, etc., and effect other economies.

These and many other changes are involved in the transition from three unions into one, but the outstanding change is that indicated above. The new union is not syndicalist in its organization or methods, but it does seek to organize railwaymen into one union with a view to great and drastic changes in their employment. All hail to the National Union of Railwaymen! May it grow and prosper!

A MIDNIGHT GATHERING.

The first gathering in connection with the National Union construction, was one organized by the staff at Unity House and the North London branches at the St. Pancras Baths. A ball and whist drive were the full time attractions, but just before midnight the assembly gathered in the large hall, where valedictory addresses were given by Messrs. J. E. Williams and J. H.

Thomas, M. P. With lights out and to the strains of "Auld Lang Syne" the hour of midnight struck. When the lights were raised the new banner of the National Union of Railwaymen, the property of the St. Pancras Branch, was found erected upon the platform and received with befitting cheers. Mr. A. Bellamy, president of the N. U. R., suitably hailed the birth of the new union, and the social gaieties were resumed.

THE LONDON DEMONSTRATION.

What was acknowledged to be the greatest demonstration of railway men ever held gathered upon the Thames Embankment on Sunday last at 2:30 p. m. Every part of London and its outer suburbs sent its contingent of men, women, bands, and banners. The fine, mild, spring day lent its approval, and the miserable drawbacks from rain and the exhausting experiences of bandsmen and bannermen parading in intense heat were removed from consideration in such a mild atmosphere. The lowest estimate places the number of railwaymen who paraded to Hyde Park at 12,000, and this estimate does not include the thousands of men wearing badges who came to see the procession and walked along the pavements rather than behind the banners. The scene in the park was a great one; four platform were utilized, the speakers being those given in the last issue of the *Review*. Speaking from No. 1 platform, Mr. J. E. Williams, the general secretary of the new union, said that the combined energies of the three unions, now concentrated in one organization, would in the immediate future be turned to the question of the eight-hour day. He thought that this reform would be won without very great delay. The time had gone by for the selfish sectionalism of the past, and after many years of preaching and education they had now succeeded in bringing all the branches of the service to act together to a common end. It was certain that their demands would be more sympathetically treated in the future. The amalgamation was the triumph of a common-sense principle for which they had been fighting for 40 years. The railway com-

panies now acted in concert in meeting demands from the men, and the workers had learned the lesson of combination from them. They were sorry that one union still remained outside, but he was convinced that before long it would be compelled to give in its adherence by the pressure of its own members. Addressing the members of this union he asked, "Do you not feel that you are occupying a laggard's position?" The new constitution was so framed as to give each union its fair share of representation and to make it impossible for one section to be outvoted by the other unions. The new organization had the immense advantage over the early unions of starting with experience and with funds, so they might hope to avoid the difficulties and disappointments which beset the pioneers of Trade Unionism. "I have," he said, "always been struck by the foolishness of the railwaymen in allowing the three unions to exist so long as they have. Our energies have been wasted in fighting each other instead of fighting the common enemy." He warned them against wasting their new strength, and said that he should not recommend any expenditure of energy except on good causes. "Don't let us be always crying out that we are going to strike when perhaps we do not mean to strike at all. Let us use our strength judiciously, and there is no reasonable object that we shall not be able to attain." He wanted to see an eight-hour day enforced as rigidly as possible in the interest of the various sections of the service.

Mr. Thomas, M. P., speaking at No. 4 platform, pointed out that last August the Prime Minister admitted that every British subject was absolutely dependent upon the free running of the railway system. If the railways were so vital to the community, surely the railwaymen were justified in saying that the system, with all its ramifications, should not longer be held by private enterprise but should be nationalized for the benefit of the community. Even if the nationalization of the railways wiped out all dividends (although he did not think it would), who would dare suggest

that labor should not be the first charge upon the industry? In future the railwaymen would make up their minds to go forward for one thing at a time, and they were determined that they would get it. They were, for example, determined to put a stop to victimization. This great organization had already a capital of half a million pounds, and nearly 80 per cent of the railwaymen in the country belonged to it. Great as it was, the union was not to be used merely for attacks on the railway companies. They would see, however, that the 100,000 railwaymen who were getting less than £1 a week should be unheard of forever afterwards, and that the enormously long hours would cease in the very near future. With solidarity, confidence in their leaders, and loyalty to the union they would be able to look back upon the birthday of the National Union as the day of the emancipation of the railwaymen.

The resolution was put simultaneously from the four platforms with cheers loud enough to satisfy the chairman of No. 1, who asked for the windows in Park Lane to be rattled.

An opinion of the new amalgamation from the *Locomotive Journal* which represents the engineers, firemen and cleaners.

SIR.—Undoubtedly, most of our members will, by this time, be well aware of the great "fusion" of railway trade unions, which has taken place, thereby giving birth to the anticipated monster which wise men predicted would come, and in whose coming the salvation of all railwaymen depended upon. Possibly, it may be true, yet the majority of the members of the Society for which this *Journal* is the official organ don't believe it. Certainly, they will be expected, nay, it will be necessary that they should give an explanation as to the reason why they disbelieve. First, let us look at this great union saying to all men, employed on, or in connection with, any railway in the kingdom: "Come unto me all ye that labor." Now then, believing as we do, that this new union be worked upon the "departmental system," let us, as enginemen and firemen, inquire as to which section we would be allotted to, and on investiga-

tion we find it is the locomotive section, along with all the other employees in that department, i. e., drivers, firemen, cleaners, shed laborers, fire droppers, boiler washers, brick arch men, brick setters, tubers, boiler makers, fitters, joiners, blacksmiths, tinsmiths, copper-smiths, along with the thousands of mechanics in the engine erecting works. Men who have every right to be in their own trade union, the Amalgamated Society of Engineers. Here, also, arises the vital question for the enginemen and firemen. Will their own society or the new union represent them or look after their interest better? At present they are truly represented by an Executive Committee comprised of their own craft. Under the fusion scheme the fact that they will be grouped with all employees in the locomotive department places them in a position of chance, for they may not be successful in gaining one seat on the Executive Committee; and this might possibly be the position after the "funds" of this society (which has taken years to build up) has become pooled. The fact that we are actually requested to pool our capital in this fusion for the purpose of assisting many men who have never, and doubtless if they ever will, contribute a penny toward the building up of a trade union, is to many locomotive men a startling proposition, and more so, when coupled to it is the possibility of their true representation being completely swept away.

Surely it is absolutely essential that for a scheme of fusion to be successful the drivers, firemen and cleaners must form a section of their own. There are about 470,000 men employed on the railways in this country; the new union will have a membership of 170,000; the A. S. L. E. & F. has a membership of about 25,000, thus had it entered into the fusion the total membership would have been 195,000. What are the other 275,000 railwaymen doing? Now the estimated number of drivers and firemen is 60,000. The new union claims to have as many locomotive men as this society, namely 25,000. That is to say, that out of 60,000 locomotive men 50,000 are trade unionists, about the strongest organized of any

grade in the railway service, and yet, deprived under this modern union to control its own business. The knowledge of the above figures naturally causes us to hesitate before taking such a step; it also convinces us that the time is not yet opportune for fusion. Sufficient proof is contained in the deplorable fact that only 40 per cent of the railway workers are organized. Undoubtedly the best has not been done, and yet it cannot be said that we are not willing to assist our fellowmen. We are eager for closer unity; made offers to federate, which, had they been accepted would have contained the true and not the artificial seed of the railwaymen's ultimate unity and emancipation. F. A.

University Experts Failed to Prevent Smoke.

The smoke nuisance appears to harrow the minds of people abroad as much as it does in the United States. We learn from the London *Times* that Professor Burstall, of Birmingham University, appeared in a police court to answer a complaint against the University for failing to consume its own smoke. He said that the University had spent an enormous amount of time and money in testing smoke preventing appliances, but with all of them smoke was produced under certain conditions. The greater portion of the coal used in this country was bituminous, and though, if the boilers were lightly worked the smoke was consumed, if they had to be forced occasionally to give a larger supply of steam on cold days, there was no appliance which would prevent them from giving black smoke. The solution was to try a type of coal which did not give smoke, as in Germany; but in this country that solution was economically unsound.

Similar experience is met with all the time in operating locomotives. It is easy preventing smoke when an engine is working light, but when it is necessary to put her in the corner to climb a steep grade or to start a heavy train no man born of woman can prevent the emission of smoke. It is wise to bear patiently with evils that are in the very nature of things inevitable.—*Railway and Locomotive Engineering.*

Legal News

A Bill by Senator Napier.

For an act requiring all railroad corporations or receivers or lessees operating any line of railroad in the state of Colorado to equip its locomotive engines with headlights of not less than 1200 candlepower without the aid of a reflector, and providing a penalty for the violation of this act.

Be it enacted by the General Assembly of the State of Colorado:

Section 1. It shall be the duty of every railroad corporation, receiver or lessee thereof, operating any line of railroad in this state, within twelve months after the passage of this act, to equip all locomotive engines used in the transportation of trains over said railroad with headlights of not less than 1200 candlepower, measured within the aid of a reflector. Provided this act shall not apply to locomotive engines which are regularly employed in yard service, and known as switch engines.

Sec. 2. Any railroad company or the receiver or lessee thereof, doing business in the State of Colorado, which shall violate the provisions of this act, shall be liable to the State of Colorado for a penalty of not less than one hundred (\$100.00) dollars, nor more than one thousand (1,000.00) dollars for each and every locomotive not so equipped, counting each train hauled by such locomotive a separate and distinct offense, and such penalties shall be recovered and suit brought in the name of the State of Colorado in a court of proper jurisdiction, in any county in or through which such line of railroad may be operated.

Sec. 3. In the opinion of the General Assembly an emergency exists: Therefore, this act shall take effect and be in force from and after its passage.

The bill was passed by both houses, and signed by the Governor April 3, 1913.

Harrisburg, Pa.—The following bill has been favorably reported by the railroad committee of the Pennsylvania Legislature:

That it shall be unlawful for any railroad to appoint any person to the position of conductor in the service of such company unless such person shall have had actual experience as brakeman or switchman at least 18 months.

It shall be unlawful for any railroad to appoint any person to the position of locomotive engineer in the service of such company unless such person shall have had actual experience as fireman or engineman at least 18 months upon any railroad or as fireman at least three months immediately preceding such appointment as engineman upon the railroad on which he is to be appointed.

Any railroad, its officers or agents, violating any violations of this act shall be guilty of misdemeanor and upon conviction thereof shall pay a fine of not more than \$100 or less than \$50. For each and every day's retention and employment

of any person in violation of this act shall constitute a separate violation of this act.

It shall be the duty of the State Railroad Commission to enforce the provisions of this act.

Damages.

The New Orleans, Mobile & Chicago Railroad, under decision of the Supreme Court of Mississippi, must pay \$4,000 for the killing of a man named Harrison, who was supposed to have laid down on the track while drunk. The testimony showed that the engineer could have seen and recognized the body of a man on his track in plenty of time to have stopped his train. He had a mile of perfectly straight track ahead of him, and yet testified that he did not see the object until too close to stop. The jury was evidently of the opinion the engineer was not attending to his business, and the Supreme Court agreed with the jury that if the engineer had been on the lookout he would have had no trouble in seeing the man in abundant time, as it was broad daylight.

Socialist Leaders Exonerated.

At Fort Scott, Kan., the Federal Court upon instructions from Washington dismissed the cases against Eugene V. Debs, former Socialist candidate for President, Fred Warren of the *Appeal to Reason*, a Socialist weekly, and J. I. Sheppard, counsel for the Appeal, charging misuse of the mails in connection with an expose of the Federal Prison at Fort Scott, and also charging Debs with having bribed a witness to leave the jurisdiction.

Trespassers.

The Supreme Court of Wisconsin in a suit against the Minneapolis, St. Paul & Sault Ste. Marie, has dismissed the appeal of John D. Langowski from a decision by the Circuit Court. Three years ago the plaintiff and his family while out walking on Sunday had strolled out on a trestle over the Wisconsin river, near Stevens Point, when a passenger train came along. In their excitement Mrs. Langowski jumped and was killed upon the rocks below, and her son and husband were injured. The husband brought suit against the road to recover damages, and the Circuit Court dismissed the complaint.

Suits Under the Sherman Law.

Three suits were filed by the government under the Sherman law. One was in Trenton for the dissolution of the thread trust, as the American Thread Company is known—a part of the Coate's interests of England. The American Thread Company is a combination of 14 American concerns. At New York suit was begun against the American Coal Products Company, or "coal tar trust," including the Barrett Company of West Virginia. At Detroit, the Burroughs Adding Machine Company was named in a government anti-trust prosecution. This was settled at once by an agreed decree of the court ordering the company to desist from interfering with competitors.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

Memories of Youth.

In a listless mood reclining,
On the flower-spangled heather,
Where the clover-scented breezes
Kissed my forehead with their balm,
There a maiden sat beside me,
Both our hearts entwined together,
As we lingered in the gloaming
Of that evening's summer calm.

Down the west the sun descended,
And athwart the sky the streamers
Flashed in glorious golden splendor,
On that eve of long ago;
There delighted, filled with rapture,
Like a pair of angel dreamers,
We enjoyed the scene of grandeur,
And the day—God's parting glow.

Up the east fair Luna floated
Through the ambient air serenely,
And the stars began to twinkle
In the distant dome of night;
With intoxicated rapture
I beheld my lover queenly,
As her eyes were growing humid
With such visions of delight.

We were young; no cloud of sadness
Dimmed the morning hopes we cherished;
Not a wave swept our horizon
That could make our hearts despond;
And our love, as pure and holy
As e'er cloistered virgins' nourished,
Made us happy and contented
In its idolizing bond.

Ere the moment came for parting
From our Eden, she consented
To entwine her life's young fancies
With the boyish hope of mine;
With embraces chaste and fervid,
Our betrothal was cemented.
As pressed closely to my bosom
She did fearlessly recline.

Many years in Time's great ocean
Have been steadily increasing
Since we drifted from the vista
Of our early, youthful bloom;
But the love implanted truthily,
Shall exist through life unceasing,
And o'er death shall rise triumphant,
To survive beyond the tomb.

SHANDY MAGUIRE.

Trip to South America.

GUATEMALA CITY, April 15, 1913.

EDITOR JOURNAL: Please publish in our JOURNAL the following for the benefit of the Old Mexico boys.

On the 8th day of April, 1913, Hooks Stallworth and myself left Salina Cruz, Mexico, for Guatemala. That night we slept on a cement pavement in front of the only hotel and house in Gamboa because the house was full. We were thankful to get supper.

Gamboa is the terminal of the Pan American Railroad and there is only the hotel and station there. Happily, we had our blankets, which we used for a mattress. As you cannot turn over a cement pavement like you can a board to get the soft side, we were good and stiff the next morning.

The next morning we got out of Gamboa with Charles Rasbach who, by the way, is a prince. That afternoon we arrived at Tonalá and stayed at Wickland's Hotel, who also is of royal blood in his way of treating the boys. Everything in the house was ours and we couldn't pay a cent.

The next morning, or noontime, we pulled out for Tapachula and laid over that night, and the next morning we went to see the Guatemala Consul to get passports to be able to enter Guatemala, as they are very strict.

At 11:30 a. m. we arrived at the river, which is the boundary line between the two republics, and took a small boat for the other side. But, as the river was low and Rasbach and Stallworth sat in the bow, and they weighed so much we got stranded on a sandbar and the boatman had to get out and push.

As soon as we landed we went to the Comandante (the head government man at that place) and made our bow and registered our names for the first time. Then we went to a hotel. (May I be forgiven for calling it a hotel!) It is something horrible when you are not accustomed to it. We regulated the prices for supper and breakfast and bed, which was \$20 apiece in this money, which runs about 18¢ for one. If you get an American ten-dollar bill changed

they will give you one dollar and eighty-five cents in the worst looking bills you ever saw. There is no silver or gold used here. If you should change a fifty-dollar bill you would get a roll that would choke a burro.

We also made arrangements for horses to take us from the end of the little road that runs through there to where we struck the other road, about 30 miles.

The next morning we got on the train and as the door was only half way open I tried to open it more so Hooks could get in, and found it spiked on both sides. Then we tried to turn over the seat and found them all wired together. As soon as the train left a policeman came in with a little book and asked us to register our names. This is the second time. When we got to Vado Ancho, the terminal of the road, we had to climb up on top of a hill to make our bow to the Comandante and register again. (Third time.) Then we got aboard our animal (they could not be called anything else) and into the worst saddles you ever saw. Mine was split across and had nails in it. And say, he rode like a ten-wheeler with a stuck main wedge and, as the sun was hot, we began to perspire and want water to drink. But as the water was hot, it did us very little good.

We got into Coatepeque at 2 p. m. and went to a hotel; price, \$16 a day per person. Here we saw two oxen hitched to a buggy. Must be fast traveling after a good night's sleep, of which we were in need. At 6 a. m. we started for Santa Joaquina, which is the front camp for the Central Railroad of Guatemala. Here we went through some of the prettiest country I ever saw—coffee farms miles long and beautiful streams of water from the mountains.

Soon we began to meet the graders of the Central Railroad. Soon this gap will be closed and then it will be worth anybody's while to take a trip over it.

When we arrived at the camp we fell off the horses and made a bee line for an engine we saw standing there, and found Old Mexico Billy Helwig, the engineer. We were glad to meet after 16 years.

He took us into dinner at the camp

and, oh! say! it was good after so long a trip on poor fare.

Then we went down to the train that goes toward Guatemala City and boarded it and started for Retalehelen. Stayed over night there and at 6 a. m. started for Guatemala City and arrived at 6 p. m.

This road runs through some of the finest land I ever saw. Anything and everything grows on it and there are all kinds of timber. About one hour out of the city the road winds around a large lake for about 40 minutes. This lake is very pretty and at places along the bank you can see hot sulphur springs.

We arrived on time and went to a hotel in front of the station and made arrangements at \$15 a day apiece.

In the morning we ordered eggs and found that we had to pay one dollar an egg extra. By the way, this is something strange for a Mexico man. Since crossing the boundary line those were the first eggs we had eaten. In Mexico everybody eats at least two eggs every day. When you go into a restaurant the first question that is asked is, "Como quiere vd. los huevos?" (How will you have your eggs?) I forgot to mention that when we crossed the river Hooks and myself went in swimming. As soon as we could get back to the river we washed our clothes and hung them on bushes to dry. Here we have met Jack Barcene, Jim Pixtón, old John Rogers, Dug Rose, Jack Thurston, and a lot of the old Mexico men.

Next month will try again.

Yours fraternally,
H. A. HOBART.

Reminiscence.

NEW YORK, N. Y., May 3, 1913.

EDITOR JOURNAL: Having retired from active business and getting well along in years, many of which were spent in railroad service as locomotive engineer, and in an official capacity, it is quite natural as I sit in my home to ruminate in memory's past reflections both pleasing and serious; but these thoughts are rather historic than otherwise, as they pertain to my official life as a general dispatcher on the Philadelphia & Reading system. The thoughts were induced

because of the reunion of the Blue and the Gray at Gettysburg the first week in July, and in connection with the great battle my mind reverts back to the week of the 23rd to 30th of June, 1863, when Pennsylvania was raided by the Confederate Army under the direct direction of General Lee.

I was stationed at this time at Reading. The Confederate forces were at Carlisle and York, only a little distance from Harrisburg, and the bridge was burned at Columbia, and I remember that the people at Harrisburg were much exercised about it and hurriedly began intrenchments on the west bank of the Susquehanna River, and about daybreak on the 27th a squad of some fifty or more Confederates put in an appearance before the impromptu breastworks with a small field-piece and fired a few shots, without effect, but created great alarm in Harrisburg, and a request was made (I presume by the governor) to the P. & R. Ry. to send means of transportation to carry the citizens with their effects to places of safety; and I being general dispatcher for that company, received orders early Sunday morning to gather up all the passenger cars about Reading, with engines and crews enough to handle them, and hasten to Harrisburg to meet the emergency.

I obeyed the order and reached Harrisburg about 9:30 a. m. I found perhaps one hundred people at the station, most of them young fellows with their "best girls" who wanted to get a free ride. All were allowed to get on the cars, and perhaps by the time they were ready to start two hundred and fifty or three hundred were on hand to flee—for a free ride!

When the trains returned I did not miss any of the passengers, and there was an immense crowd of refugees on hand to go on a free ride, but I could not get the first gang to leave the train. Like Oliver Smith, they wanted more.

I had the trains run up to a sidetrack about a mile distant and left there. There were no more refugees.

About 4 p. m. my first real annoyance commenced. A train of some eight or ten

freight cars arrived from the West over the Pennsylvania Railroad. A man whom I judged from his undress uniform to be a quartermaster, and from his behavior to be a crook, stalked into the office and asked in an overbearing and insolent tone if there was "anybody in charge here?" I stepped toward him and asked what I could do for him—that I was acting in place of the regular station agent. He handed me a waybill for a number of cars containing army supplies and calling for quick dispatch to York, Pa., and said:

"I want these cars sent at once to New York," without looking at the waybill that I offered to him.

I replied to him:

"This waybill calls for York, Pa."

He turned on me like a fiend—

"G—d—you! Don't attempt to dictate to me or I'll arrest you at once. I order those cars to New York."

I hooked an engine to the cars and sent them to a siding about three miles down the Lebanon Valley Railroad, that they might be easy to reach when wanted.

During that night and the next day, Monday, I had five or six lots of cars come to me, probably thirty in all, all waybilled to York, Pa., and the man in charge of every draft ordered them sent to New York. Notwithstanding I told the first two or three of the men in charge that I thought York, Pa., was the proper destination, I got about the same reply the first man gave me; then I desisted advising and simply sent the cars to the yard sidetracks.

In the lot was a field battery of one hundred men (regulars) with six brass field-pieces. I sent them to the bridge across the Swatara River, nine miles east of Harrisburg, where the men and horses had a good time until after the battle of Gettysburg.

On Monday evening, about 8 o'clock, a draft of some eight or ten cars came to me for York, Pa. I put them up in the yard as I did the others. I went with the train to see how much room I had for more cars. When in the siding I stepped back of the tender to draw the pin and was met by a soldier on the car

platform, who told me if I touched that coupling he would put his bayonet into me! Of course, I did not touch that coupling, but went to the engineer and directed him to put his engine in order to lay all night, and let her stand. When ready, we three, engineer, fireman and myself, started back for the station, a distance of about one and one-half miles. About fifty yards back I saw several lanterns coming toward us and heard a tirade of profanity that could beat "our army in Flanders" and give them cards and spades. We halted until the party came up, when the leader hailed me with the query:

"Do you belong here, and who in h— are you?"

My reply was:

"I'm d— if I know. Up to three or four days ago I was the general dispatcher of the P. & R. R. R., of which line this is a part; but under threats of arrest and imprisonment I have been compelled to obey the orders of men in uniform to send some twenty or thirty cars marked and billed for York, Pa., to New York, and they contain supplies for the army! I also have a field battery of six brass guns, with one hundred regulars that I sent to guard the railroad bridge at the river nine miles east of here."

He turned to the men with him and spoke a few words to them that I did not hear, and turned to me again and raised a lantern to my face. After looking a moment or two he asked me if I had sent all the cars to New York. I replied:

"No, sir! Every one of them is within this yard, and I can have them on their way to York, Pa., if I can dare to send them, inside of three or four hours."

I took the cars that I had just brought up to the Pennsylvania Railroad. The officer, with his men, rode to our office with me. He asked me to go with him to his office, not far from our station, which I did. He sent an orderly out who returned in a short time with an order signed by Major General Couch giving me the full control of all handling of railroad cars and trainmen in and around Harrisburg until rescinded.

In about five hours I had all corralled freight cars destined for the army en route for York, Pa., and they reached their destination in time to be useful.

Matters went smoothly for the next two or three days until the wounded soldiers from Gettysburg began to arrive. The first train of these wounded men (many of them were dead) arrived at Harrisburg at about 8 p. m., and were landed on the Lebanon Valley tracks by the engine that brought them over the N. C. R. R. They were on their way East for the hospital camps that had been hurriedly prepared for them at various points as far east as Eastern Pennsylvania.

A young man got off the engine, and without addressing anyone in particular, called out that he wanted those cars unloaded at once—that he could take them back. I was standing within a few yards of this young fellow, the assistant superintendent of the N. C. R. R., a Mr. Du Barry, but did not heed his clamor, but had his engine cut loose and our engine coupled to the train and started it off down our line.

The young fellow asked who I was, and when told, came to me and threatened dire happenings for me. I had several engines with crews waiting for more trains of wounded. In about an hour a second train of wounded arrived for me to forward. This time the superintendent of the N. C. R. R. came with it. He was also a Du Barry, brother of the first one. He also wanted the wounded men unloaded, that the empty cars could go back. No reasoning on my part did any good. He went away in a rage, threatening to do dire things to me. To be on the safe side I sent a note to the officer, who got me General Couch's document of authority, with a request to send me a sergeant with four or five men, that I needed them. In a short time I had the soldiers. Shortly after the soldiers came the third train of wounded arrived. With it came a third official of the N. C. R. R., Don Cameron, president. When the engine stopped he got off close to me and roared out:

"Where's the man who has charge here?"

I did not answer his query, but one of my men did and pointed me out to him. He turned to me furious with rage and demanded the instant unloading of the cars. I paid no attention to him, but attended to changing our engine to the train. He stepped closer to me and said:

"Do you know who I am? I'll have you locked up inside of an hour."

I knew I held the winning card and felt like tantalizing him, and calling the sergeant up, I handed him General Couch's document and said:

"Read that to the gentleman."

After the paper was read, I said:

"Now, sir, you know who I am, and by what authority I am acting. You are Mr. Don Cameron, president of the N. C. R. R. If you are not off these grounds within five minutes, or if you indulge in any more bad or abusive language before you go, I'll order this officer to arrest you and put you in the guard house."

He left. After that no railroad official higher than conductor came with any of the trains of wounded.

We had no cars to put these wounded men into, nor men to make the change, if we had any.

I was on duty at this work for about two weeks. Many things occurred that I made personal record of to turn over to our superintendent, G. A. Nicolls.

The day I called at his office to make my report we had a pleasant chat, and at the close he asked me if I knew or had ever met Don Cameron. I replied that I had, that he would find his name mentioned in my written report. He turned to his desk, picked up a letter and handed it to me to read. I took it and saw it was written by Don Cameron. It was an account of his interview with me, given from his standpoint. There was scarcely a word of the truth in it except about the threat to arrest him. Mr. Nicolls asked if I had threatened him with arrest, and if so, by what authority. In reply I handed him General Couch's authority. Mr. Nicolls asked if I would have carried out my threat to arrest Mr. Cameron. I replied I certainly would. Yours fraternally,

E. J. RAUCH.

Engineer Strunk Surprised.

Engineer W. P. Strunk had his 73d birthday, and as he desired to spend the day quietly at home, setting out a few trees and working a little about his place, he requested that he be relieved from duty as engineer on the Springfield accommodation this trip. His request was granted, but he had no more than fairly started on the work he had contemplated doing at home, when a call came for him to appear at the roundhouse office and make out a report concerning some matter that he previously had no knowledge of. Thinking he might as well have taken his engine out as to spend part of the day filling out a long report about a thing of which he knew nothing, Mr. Strunk reluctantly left his home and shortly appeared at the roundhouse office. Here he was met by the roundhouse foreman, H. W. Kinney, and a few others, and to the greatest possible surprise of the veteran engineer, was presented by Mr. Kinney, in behalf of the railroad men, with a beautiful gold watch charm, bearing a handsome Masonic design, as a birthday remembrance. To say that Mr. Strunk was surprised is putting the case mildly, and he is equally delighted with the remembrance so thoughtfully provided and which is so appropriate. It would have been difficult to have made a selection more pleasing or sincerely appreciated, and the recipient when finally permitted to return to his unfinished task at home, was uncertain whether he would get his trees set right side up or some other way, but it is hoped he was able to complete the work so well that they will grow luxuriantly and that he may live to see many more birthdays and to enjoy the shade and fruit of the trees he planted. — *Roadhouse (Ill.) Record.*

Eight-Hour Day and Overtime.

LEAVENWORTH, WASH., April 16, 1913,

EDITOR JOURNAL: As I have been studying our conditions a great deal in the last few years and as they seem to be getting worse every time the company grants us anything, it seems as though they have it already figured out as to how they will get double value for

what little they may concede to us; and so it seems that every time we get a little raise in wages or the promise of better conditions they increase the size of engines and their hauling capacity to such an extent that when we figure out what we have really got we find we have not really received anything and are in fact the losers. And so it will always be as long as we continue the way we are now.

There is one way open to us and that is an eight-hour work day, and time and a half for overtime after eight hours. This is the only way we will ever begin to get anything near what is really coming to us.

When the 16-hour law was gotten up it was thought by most men that then the companies would endeavor to put trains on so they could be gotten over the division in less time than 16 hours; but instead they just keep on increasing the tonnage, no matter how long it takes to get them over the road, as they can tie you up any old place, and only give straight time for time consumed coming in to terminal.

So, our legislative boards should work to have a law passed that if the companies will not put on trains so they can be gotten over the division in 16 hours, companies will have to pay continuous time from starting of trip until completion of trip during tie-up under law.

Now, this may sound unfair to some, but it is only justice that this be done, for, as long as the men are the ones who suffer under this ruling the companies do not care.

In a great many cases where crews are tied up under the law it is where there is no place to sleep or eat only on the engine. So, after lying around for eight or ten hours on engine one feels worse than if they had completed their trip, and maybe they will receive from 20 to 30 miles for completing it, and then when they come in they cannot go out in their turn for they have to take eight hours more rest.

Now, do not understand me to say the 16-hour law is not good, for it is; but it should be made more effective by either having legislation to compel them to get their train over the division in

16 hours or pay for time the crew has to put in from the time they leave one terminal until they get to their other terminal.

I am in favor of eight-hour day and time and a half for all over eight hours.

Faternally yours,

MATTHEW A. THOMAS, Div. 540.

A Well Known Veteran.

One of the best known and most highly respected railroad veterans of the East is former Engineman Charles P. Miller, of the Lackawanna, Hoboken Div. 171, B. of L. E., retired, and who makes his home with his son at 132 Hillside avenue, Newark, N. J.

Engineer Miller, during his service with the Morris & Essex, and its successor, the Lackawanna, covering a period of 46 years, was never in an accident in which any blame was attached to him, and he was on one run without interruption for 40 years.

He began to work for the M. & E. as a fireman in April, 1862. He was fireman for two and one-half years, and was then promoted to engineer. For two years he ran local trains. Then he was transferred to the Easton Express, which he ran for 40 years continuously. Thereafter he was assigned to local trains up to 1908, when he was pensioned.

During the veteran's service of nearly half a century he has seen many wrecks and a number of unfortunate associates killed. He was running train No. 410 from Easton, which collided with a local near the Lackawanna station in Hoboken on May 4, 1906. Mr. Miller and his fireman, C. Booth, were both thrown out and bruised. Others, including passengers, were injured slightly.—*Railway Employee.*

Eight Hours for the Switch Service.

VIDALIA, LA., April 12, 1913.

EDITOR JOURNAL: Many of the Brothers have written on "eight hours a day for the switch engine." I have put it off longer than I should, just siding with those who have written on this subject. But I am a strong advocate for eight hours a day first, because it benefits all

the employees. It is beneficial in a physical and mental way. When a man works only eight hours per day he has time for recreation; then he begins his work the next day quite refreshed. It only gives the workman time for recreation but time to improve his mental abilities, to read and study—for what kind of a workman is one who neither reads nor studies?

When a man works from ten to fifteen hours per day he only has time to get a little much needed sleep. I say *much needed*, for, a man working ten or twelve hours a day is too much fatigued to sleep much.

We can also apply this little proverb, "All work and no play makes Jack a dull boy."

I now repeat more emphatically than at first that eight hours a day for the switch engine is my plea.

Faternally yours,
W. L. ECKLES, Div. 765.

Was Retired at Seventy.

Up to September 3rd last, Joel Gould was on the roster of active Erie engineers, but when he reached the age of 70 years the company's rules compelled his retirement.

Notwithstanding Engineer Gould's age, he is a man well in possession of all his faculties. It may be stated for the benefit of those who admire physical proportions, that Mr. Gould stands 6 feet 3 inches in height, and may be referred to as a "giant." Like most men of large physique, he has a kind disposition, and is always considerate of others. This is his record:

Born in Windham, Bradford county, Pa., September 3, 1842, in a log house, living there until April, 1850. Moved on a farm in town of Nichols, Tioga county, New York. Worked at home until the fall of 1860, then went to work for A. Westbrook at \$10 a month.

In the spring of 1861 went down the Susquehanna River on a raft, then came back and worked on a farm near Boston for \$13 a month. On September 11 went to Owego and worked at hauling logs, lumber and farming.

In the summer of 1862 enlisted in Co.

C, 109th Regt., N. Y. Vol.; served until the close of the war, then came home and worked on a farm. Was married to Marie Sisson September 3, 1867. On December 10, 1872, went to firing on the Delaware division of the Erie, and on February 10, 1879, was promoted to engineer. Transferred to Carbondale, Pa., on the Jefferson division, working on a pusher until September 20, 1881. Went to pulling coal for 20 years.

Was married the second time on July 24, 1884, at Carbondale, Pa., to Miss Ellen A. Flanigan. In 1902 went to pulling coal between Carbondale and Forest City.

On the evening of October 9, 1908, coming into Carbondale yard, lost the collar off No. 2 rod-pin. He knew where it came off, and when he went back to get it found two feet of water coming down the track, and, thinking that the track must be washed out, waded in the water up to Morse's Crossing, some of the time up to his hips. He was flagging one hour and forty minutes. The first train that came along had coaches for an excursion train for Niagara Falls and Toronto, Canada.

Knowing that the D. & H. fast freight 69 was about due to leave the yard, he started down the D. & H. northbound track, and when several hundred feet down from Morse's he went down to his armpits in a hole that was washed out. He had a hard time getting out, and when he succeeded, had no light to guide him, and was nearly drowned, but succeeded in getting down in time to stop the train. He caught the yardmaster and notified him of the washout, and he stopped the train and had it annulled, saving a wreck and all on the engine from being drowned.

For the past three years Engineer Gould has been on a switch engine in Carbondale yard.—*Railway Employees' Magazine*.

The Badge of Honor.

CHICAGO, ILL., April 15, 1913.

EDITOR JOURNAL: Sometime ago through Bro. H. M. Stetler, S.-T. Div. 253, of which I am a member, the badge of honorary membership in the G. I. D.

was given to me, and I am very thankful for it and proud of its possession.

I have always had a great interest in the grand old Order of the B. of L. E., and have always performed whatever duty came to me to help make it what we thought it ought to be—a defender of the welfare of its members and their families; and that it has accomplished a great work all who have been in it long enough to earn the honorary badge know.

Hence my desire to express my high appreciation of the badge and to thank the Grand Office for their approval on my record of membership through the dark and bright days of the Order. May it live always and continue its beneficent mission so long as there is any injustice to its members to be rectified by its influence.

Fraternally yours,

JAMES WOODARD, Div. 253.

Bro. Wm. H. Chambers, Div. 605.

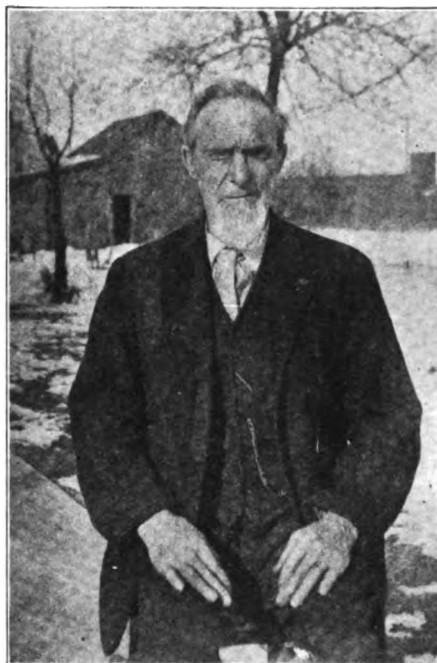
ESTHERVILLE, IA., April 9, 1913.

EDITOR JOURNAL: Brother Chambers was born January 1, 1832, in Glasgow, Scotland, and went to sea at the age of 17 years. He followed this for 11 years, and on November 10, 1860, he went firing on the Grand Trunk at Montreal, Can. He was promoted to engineer June 20, 1865, and continued in this capacity until December 25, 1870, when he accepted a position with the New York, Oswego Midland Railway, running from Norwich, N. Y. to Middletown until November 20, 1876.

With several others, concluded the West was in need of men and the spring of 1877 found him helping to build the A., T. & S. F. from Newton, Kans., to Ft. Dodge, Ia.

Not being far enough west and reports coming in that men were needed on the Denver & Rio Grande, he concluded once more to go west. So, the spring of 1878 found him running between Denver and Pueblo. The road was building west, and Brother Chambers with Brother Poole, now deceased, had the pleasure of running the first train into Leadville.

He continued in service until October 20, 1895, when he accepted a position with the Mexican Central Railway out of Tampico, Mex. Remained there until



BRO. WM. H. CHAMBERS, DIV. 605.

the fall of 1910, when he concluded he would pass the remainder of life in Uncle Sam's domain.

Brother Chambers joined Div. 152 in 1872, and still eagerly attends meetings of Division 605. At the age of 81 he is still able to enjoy good health. One of his favorite pastimes is fishing, and any Brother wishing to spend a good time, just come and spend a day with him at Spirit Lake and they will be amply repaid for time lost. Fraternal yours,

W. C. POST, C. E. Div. 605.

Bro. John Holt, Div. 68.

LONDON, ONT., CAN., April 14, 1913.

EDITOR JOURNAL: Enclosed find short biographical sketch of railroad life and photograph of Bro. John Holt, member of Div. 68.

Brother Holt was the recipient of the honorary badge for 40 years of membership last month, and the members of Division 68 would like to see this honor recognized in the JOURNAL. On request, Brother Holt writes as follows.

Fraternal yours,

JOHN IRWIN, S.-T. Div. 68.



BRO. JOHN HOLT, DIV. 68.

LONDON, ONT., CAN.

Bro. John Irwin, S.-T. Div. 68:

DEAR SIR AND BROTHER: In response to your request I give a little sketch of my railroad career on the Grand Trunk Railway.

I started to work in 1855 as fitter's assistant in the Hamilton Locomotive Shops. Later secured a place as fireman, and in due time was promoted to engineer and joined Hamilton Div. 132 in 1871, and transferred to London Div. 68 in 1889, where I still hold my membership.

The last trip I made was in 1904 and it was a bad trip for one of my age. The snow was very bad and instead of getting into London on time, 6 p. m., I arrived at 4 a. m., and the train looked like a snowdrift from the Klondike, and I concluded I better look after my own welfare, being 70 years old, and decided to make that my last trip. That gave me a record of 49 years of service, long enough if one has something laid by for the rainy day or against want, when service ends.

I have been a member of the B. of L. for 41 years, always doing what was

expected of me by the Order and always recognizing the value it was to me, and now I have the badge of honorary membership in the B. of L. E. and I am very proud of it and thank Div. 68, the Grand Officers, and our grand Order for it.

During my service as an engineer I had the honor of taking the train bearing the Princess Louise and Marquis of Lorne, Governor General of Canada, from Toronto to Niagara Falls to see the great ice bridge and back to Toronto, 83 miles, without a stop either way.

I enjoyed my work while I was at it and never had any serious accidents. I have been out of service now nine years and am still hale and hearty, thanks to good habits and constitution, and I have lost none of my interest in the great work of the B. of L. E.

Fraternally yours,
JOHN HOLT, Div. 68.

Bro. William A. Tait, Div. 199.

SALIDA, COLO., April 26, 1913.

EDITOR JOURNAL: Inclosed find photograph and short sketch of Bro. William



BRO. W. A. TAIT, DIV. 199.

A. Tait, who was born in Mt. Jackson, Lawrence county, Pa., Sept. 17, 1843. When Uncle Sam called for volunteers Brother Tait was among the first to respond, enlisting in Battery B, 1st Pennsylvania artillery, serving two years, and was discharged on account of disability. After recovering he re-enlisted in the 78th Pennsylvania Infantry, serving to the end of the war. In 1866 he went to firing on the Pan Handle road on a construction train, and was then transferred to the through passenger run between Pittsburgh and Denison, Ohio, and from that service to the Steubenville accommodation, and had the distinction of firing engine 23, when Geo. Westinghouse put on the first airbrake on this engine. In 1869 Brother Tait was promoted, and in 1870 became a member of Div. 50. He ran between Pittsburgh and Denison until the 1873 strike, at which time he was pulling passenger on that division. Brother Tait then took an engine with the Alabama & Great Southern where he ran for several years, and became the greatest possum hunter south of the Mason-Dixon line. From there he went to the C. B. & Q. on the B. & M. division, between Red Cloud and Wymore in Nebraska, running there until the great Q strike of 1888. Brother Tait then got a job with the Union Pacific and ran there, running between Omaha and Grand Island, leaving there to come West. Brother Tait is now 70 years of age and is hale and hearty and working every day as an engine inspector for the Denver & Rio Grand Railroad at Minn-tern, Colo.

Brother Tait was asked to run for mayor last year by the boys, but declined saying that as he lived in a state where the ladies voted and that he knew that would give him too much advantage over his opponent so he declined.

Brother Tait transferred his membership from Div. 561 to Div. 199, May 9, 1904, and is an honorary member in good standing. Honorary membership in the G. I. D. was conferred upon him March 28, 1912.

Yours fraternally,

M. H. BLOUNT, Div. 199.

Bro. James Martin, Div. 294.

CHICAGO, ILL., April 20, 1913.

EDITOR JOURNAL: I am inclosing a short sketch and picture of Bro. James Martin, who is a member of Fort Dearborn Div. 294, Chicago, Ill.; also an honorary member of the G. I. D.

Brother Martin is the oldest engineer in service on the Chicago and Council Bluffs division in Illinois of the Chicago, Milwaukee & St. Paul Railroad.



BRO. JAS. MARTIN, DIV. 294.

"Uncle Jimmie," as he is called by all who know him, commenced his railroad career on the C. & N. W. R. R., Galena division, as fireman in 1866. Serving five years as fireman, he was promoted to engineer running a transfer engine from Negaunee, Mich., to the different mines around there for about one year. Then he was put in road service, pulling one train until July 1, 1873.

Resigned his position with the C. & N. W. R. R. and took a position as engineer on the Chicago & Pacific Railroad August 2, 1873, and ran engines in all kinds of service until 1874, when he was put into passenger service.

In April, 1880, the C., M. & St. P. R.

R. acquired the Chicago & Pacific Railroad, and Brother Martin was put in charge of an engine pulling through passenger trains, and remained in such service until the spring of 1911, when he gave up through passenger service to take lighter work on account of bad effects of injuries received in a wreck in 1898, in which he was severely injured, but was in no manner responsible for the wreck.

Brother Martin was initiated into Div. 116, Escanaba, Mich., September 22, 1872, and has held continuous membership in the Order ever since. He withdrew from Div. 116 to join Div. 200, and from Div. 200 became a charter member of Div. 294. Was a delegate from Div. 294 to the convention held at Norfolk, Va., in 1902. He held the office of Second Assistant Engineer from September 13, 1885, until the office was changed, which he filled with great credit to himself and satisfaction to the Division.

His many friends and fellow workers wish him a long and happy life, as he is loved by all who know him.

Yours fraternally,

F. SUTHERLAND, C. E. Div. 294.

Bro. H. B. Lewis, Div. 75.

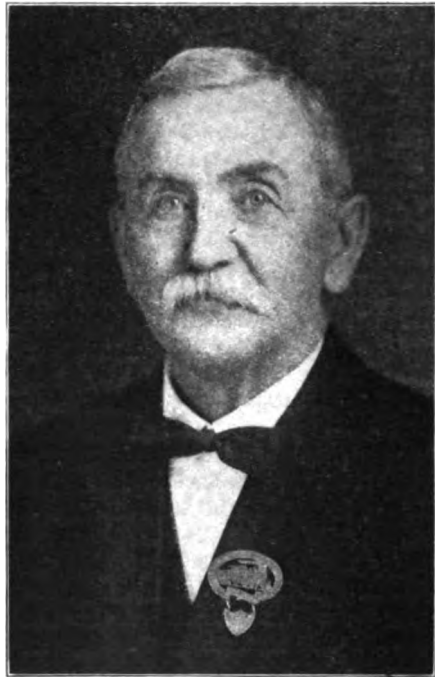
READING, PA., May 1, 1913.

EDITOR JOURNAL: Bro. Harrison B. Lewis, whose picture accompanies this letter, has been a member of our Brotherhood since its infancy, and recently had the honor of being made a member of the G. I. D., and is grateful to our Grand Officers and the membership in general for confirming this honor upon him.

Brother Lewis was born September 4, 1841, near Port Clinton, Pa. He entered the service of the Reading Railway Company as a brakeman, April, 1861. He was promoted to the position of fireman two months later.

Answering the President's call for volunteers in August, 1862, he served in the 128th Regt. Penn. Volunteers. Receiving an honorable discharge from the army he returned to the service of the Reading Company as a fireman.

He was promoted to an engineer in the



BRO. HIRAM B. LEWIS, DIV. 75.

fall of 1864. He became a member of the Brotherhood of Locomotive Engineers in August, 1865, joining Div. 71 in Philadelphia. One year later was transferred to Div. 75, of which he has since been a member for 47 years.

He lost his position in the Brotherhood strike on the Reading Railroad in 1877. In 1879 he secured a position on the Huntingdon & Broadtop Railroad. Finally leaving the railroad service, he then became a stationary engineer.

Brother Lewis is hale and hearty at 72, and holds the Brotherhood in high esteem.

Yours fraternally,

JOHN H. BRADFORD,
Sec.-Treas. Div. 75.

"Old Ben Goodwin."

SUPERIOR, WIS., April 20, 1913.

EDITOR JOURNAL: The inclosed picture is of "Old Ben Goodwin," as he was called by hundreds of patrons and employees of the Intercolonial Railway of Canada; a quaint, reticent character, with age unknown, but credited with some five score of years.



OLD BEN GOODWIN.

Ben was born in England and probably learned the business there, as he had the credit of being the oldest engineer in Canada; but however that is, he was evidently longest on construction, for in 1865 he was employed in

construction work on the old Windsor line between Halifax and Windsor, and about 1867 he was helping construct the Windsor & Annapolis road (now the Dominion Atlantic) being in charge of an old wood burner called the "Joe Hawe," the story of which is still famous throughout the Annapolis Valley.

In 1872 when the construction of the North Shore branch of the I. C. railroad commenced "Old Ben" was again in evidence on construction, as he was at New Brunswick in charge of an engine ballasting the new line, and we believe it is fair to assume that he held the long record for construction service. He did not seem to aspire to more speedy service, as he gravitated later a switch engine in the yard at Campbellton, where he remained until 1887, when he retired from service and settled down in Campbellton.

Yours fraternally,
ALEX STEWART, Div. 290.

Bro. I. W. Seaverns, Div. 96.

EDITOR JOURNAL: It was at Cleveland, Ohio, way back in the fall of 1858, that I. W. Seaverns first began his career as a railroad man, or rather a boy, for he was a mere youth at the time, and started firing on the Cleveland, Painesville & Ashtabula Road, now the Cleveland and Buffalo division of the Lake Shore, serving there with the exception of a 10 months' army service in 1861 until the fall of 1862, when he resigned to become a fireman on the Atlantic & Great West-



BRO. I. W. SEAVERNs, DIV. 96.

ern, now the Pennsylvania and Ohio division of the Erie Road, and was promoted to engineer October 12, 1864. For one year ran a passenger engine on that road, when he left to take a position on the Galena division of the C. & N. W. Since that time he has been in the employ of that company and has made a remarkable record.

The number of miles he has run a locomotive is 1,265,884, or more than 50 times the distance around the earth and five times the distance from the earth to the moon.

In all these many miles he has handled a locomotive, carrying thousands of passengers, not a person was ever injured on any train he was hauling, and he never sustained but one injury himself, and that not a serious one, when a freight train crashed into his as he was pulling out of Chicago on his regular run.

In the fall of 1906 he had served the C. & N. W. company 41 years, and 36 of those years he sat with his hand on the

throttle of an engine pulling a first-class passenger train; and not once during all those years was he suspended or reprimanded.

During his years of service Brother Seaverns saw the grand development of the great railroad system of the world.

At the time of his starting on the railroad in 1858, there were perhaps in the neighborhood of 2,400 miles of railroad in operation. Today there are probably 250,000 miles.

The average freight car capacity at that time was about 10 tons. Compare that with the present 80 to 100 tons.

The rails laid at that time averaged 50 pounds to the yard, where now the general average will be 80 to 120 pounds.

One hundred and twenty pounds of steam pressure on one of those engines was considered remarkable. Now 215 pounds is not unusual. There were no Pullman sleepers nor palace diners, and instead of the roomy large steel coach of the present day, was the stuffy little wooden one with hand brakes—long before the invention of the airbrake.

Brother Seaverns has watched and felt a personal pride in the advancement and development of the great C. & N. W. R. R., and if one can only get him started it is worth while listening to the many things he can tell of his life as a railroad man. His keen blue eyes will brighten with the old-time fire as in memory he again has his hand on the throttle of the huge iron steed he loved so dearly to govern.

Asked to relate some of his thrilling experiences as an engineer, Bro. Seaverns smiled, and said that the everyday life of an engineer is no more thrilling to him than is the everyday life of a farmer, as he drives his horses..

"Well," said one, "you must have had some incidents occur in all those years which to us might seem thrilling."

"Yes, I can recall one or two which I had rather not go through again;" and the eyes which for so many years had been "looking ahead," seemed again to be gazing out of the cab window. Again was his hand upon the throttle as he related the story of how when he was just drawing into a little town where, upon a plat-

form between two tracks, stood a mother and daughter evidently waiting for his train to go by before crossing that track to get to the other one. He had given the warning signal, and was slowing down for a stop when, for some unaccountable reason, the aged mother started deliberately to cross the track directly in front of the moving train.

There was a quick reversal of the lever, a number of little toots, a sharp grinding of wheels as the confused old lady stood still, and I guess the engineer's heart almost did, while in the uncertainty of those few seconds he must have lived years.

The daughter had turned to look in another direction, when she heard the short, quick little whistles, the danger signal, and turned quickly to see her mother standing motionless on the track, with the engine only a few feet away. Had the engineer not have had the most perfect control of himself and his engine, there would have been one less mother, one more horror for the daily papers. Instead, the engine stopped just a few feet, not more than three, and a dear mother was safe.

And then we laughed as he told of a night when he was running between Janesville and Oshkosh, Wis. Suddenly a man appeared upon the track, and this time the engineer was unable to make the stop before the pilot struck the man; and turning to his fireman Brother Seaverns said: "My God, Ed, we've killed a man."

The train was stopped as quickly as possible, and a slow backing to find the remains, and a little ways back they found him. The pilot had caught him and thrown him up and over onto a soft grassy bank, terribly shaken and dazed, but absolutely whole. They helped him aboard the baggage car, and it did not take them very long to see that he had been drinking heavily. The engineer returned to his post, and the train was again under way, when the "dead" man turned to the others and asked: "Say, where's this train going?" "The next stop is Janesville," answered the baggageman. Jumping up, he exclaimed: "Hell, I just come from there," and with a bound he

jumped through the open door of the car, and a second time the train was stopped and the search for the remains begun, but this time they failed to find their man or any trace of him; either then or ever.

Bro. Seaverns is proud of the fact that in the summer of 1860 he fired the engine "Alfred Kelley," which drew the Eastern delegates to the Chicago Convention, where Abraham Lincoln was nominated for President. And the following March fired the same engine which drew the special carrying Abraham to his inauguration between Cleveland and Erie. He was also engineer of the Grant special between Green Bay and Chicago.

Just 50 years ago this May, the 24th, Ike, as he is called by those who know him best, was married to pretty Julia Pinkney, in Cleveland, O., and the couple whose golden wedding is so near at hand are now making their home with their eldest daughter, Mrs. Frank Ballard, in Randolph, Neb.

Frank T. Seaverns, a true son of his father, being a first-class engineer on the same good old C. & N. W. R. R., resides at Barrington, Ill., where it is hoped that Brother and Mrs. Seaverns will decide to be at home to all old friends on the 24th of May, where so many may reach them and wish them God-speed, as they start hand-in-hand toward their diamond wedding day.

Mrs. F. S.

Bro. D. H. MacDonald, Div. 110.

SAN DIEGO, CAL., Feb. 19, 1913.

EDITOR JOURNAL: I shall, as near as I can, try and give you a few reminiscences of my past sixty years, more or less. I ask that you excuse me as to dates, as I am now 78 years of age, and my memory is not the best, as I am nearly as bad as the Irishman said he was, saying that he did not know where he slept last night. Just give me a little grace on dates.

I was born in 1835. I do not remember my age when I started in to help build the Erie Railroad out of Dunkirk, N. Y. I drove a horse car on a temporary track, over a long dump, filling a deep cut; helped to build two sections

of what is now the Lake Shore, up to the east line of Pennsylvania; there was some trouble and grading stopped.

I then went West to make my fortune, as Greeley advised the young man. I went by steamer from Buffalo to Cleveland, O., and from there south to a village called Fredericksburgh, O., and finished one section of the road called the Cleveland, Zanesville & Cincinnati. When through there, went to Crestline, O., and got a position as fireman on the Pittsburgh, Fort Wayne & Chicago Railroad; fired there nearly four years, and was promoted to the other side; ran there three or four years. I remember this well, as the button in the lapel of my coat always calls my attention to the date (1861), when I enlisted for three months.

I got off my engine in April, 1861, and the next day went to Mansfield, O., and enlisted; the next day started to Washington, under a captain 80 years old, by the name of MacGlaughlin. We were stopped at Harrisburg, Pa., and the next day were attached to the Second Ohio and mustered into that regiment, and remained in it until mustered out. We were gone close to four months before we got home; two months afterwards enlisted for three years, or during the war.

When our three years were up, we vetted, as it was called, and stayed with it until the end of the war; were mustered out at Raleigh, North Carolina, and got transportation home, but found that I had lost two brothers, both being killed in the service—one younger than I—and your humble servant got out scot free, I with a light scratch, and two horses killed under me—both the same day—a pretty close shave.

A short time after getting home I went to work for the Pittsburgh, Fort Wayne & Chicago Railroad, remaining with them until 1869, I believe; at least, it was prior to the Chicago fire. Was running then between Chicago and Fort Wayne, but had a scrap with old man Goreman, superintendent at Wayne. I was a charter member of Div. 8, located at Crestline, O. I afterwards moved to Allison, O., and was transferred to Div.

110, Sacramento, in '73, and am still a member of Div. 110, but am not in active service, having arrived at the age limit a few years ago. I am also a member of the G. I. D., wearing my badge, of which I am more than proud, as a man has to run a long time before he becomes eligible. Boys, it is a long time to wait, and if you are whole at that time, you will certainly be proud of your G. I. D. badge. At one time I knew all the boys in the Grand Office. Yes, I was a delegate to the convention in 1885, representing three Divisions there when held at New Orleans. At one time I ran with Titus Ingraham and one other—cannot call his name—running out of Fort Wayne on the T. W. & W. All of them are now dead, and names and dates have almost left my memory.

Must say that I am now living in the Garden of Eden. Just think of it! I have not had any heat in my room this winter, although we did have frost here two nights in succession, that came near killing all our oranges and lemons. North of us, a few hundred miles, the fruit was not injured much.

We are going to have the World's Fair here in 1915. If any of you boys wish to see something worth seeing, just drop over and you will never regret it. The Garden of Eden at that time will be represented by the world, as all of Europe will be here. From the fact that this is the first port of entry after leaving the Canal, we do not have to ship anything in here to live on, as we grow everything here.

This is the first time in 42 years that the frost injured any fruit, our average temperature being 60 cold and 80 in summer. Just remember that one fact. I have been in all the states in the Union but Washington, and a good portion of Europe, and I say that this climate cannot be duplicated.

Gee! I must call a halt, as I fear the G. I. D. will not insert this in our official organ, or, in other words, our spicy JOURNAL; but as this is the first letter penned by me since being a member, I hope you will publish it.

Fraternally,

D. A. MACDONALD, Div. 110.

The Scrappy Preacher.

A bunch of railroad men were sitting out in front of the Union Pacific eating-house at Ellis, Kans., one summer evening enjoying a smoke and discussing the things that good railroad men seem never to tire of, when the pastor of one of the little churches passed by, nodding to the group in a friendly manner as he passed.

Ike Smithers, one of the younger men of the group, spoke up after the preacher was well out of hearing, "That fellow," looking after the pastor, "has got an all-fired good job, and seems to me he is well paid for the amount of work he has to perform; wish I could have been a preacher instead of a pin-headed railroad man."

"Yep," said Sam Black, another one of the group, "he is never bothered about tonnage, doubling hills, poor steamers, or the 16-hour law, and for one, I think there is considerable fake business in connection with most of these preachin' jobs. What do you think about it, Casey?" turning to Casey Jones, one of the oldest engineers running out of Ellis.

Casey moved his chair around a little to get more benefit from the shade of the large maple-tree under which the group were enjoying themselves. "Glad you asked my opinion, Sam, and if you have a little time to spare I will tell a few peculiar traits that I have discovered in preachers here in Ellis that I have known and become quite well acquainted with in the past 35 years. The people had not acquired the habit of having a regular preacher here when I first struck this town. They had had some preachers off and on, but it had been run on a kind of an extra board plan. One thing that I have discovered is that preachers resemble railroad men in a great many ways."

"Who ever heard of preachers and railroad men resembling each other," said Yoder.

"Well, of course, Dave, I am not talking of the wayuppers. I presume you could compare them to the railroad officials, but I mean the preachers who preach to folks like us. For instance, I

find that it is not always the men who pass the most perfect examinations that make the best engineers. I can call to mind men who have passed an A1 examination on this division, and when they went out on the road to handle a train, thrown on their own resources, had more trouble than a man with a merry-go-round. It seemed as though they could not take a wheelbarrow from here to the roundhouse without cornering a telegraph pole, or causing a delay by having a hot-box; and I call to mind that many of them are in other business now, and doing well. They had mistaken their calling, that was all. About the only thing some of those chaps were good for was to make business pick up for the grievance committee.

"It is the same with preachers. Some of the best educated preachers, who were orators with a wonderful flow of language, who could form pretty word-pictures that would flow from their hot air manipulator like the exhaust from a good square passenger engine on Mount Zion hill, when it came to getting right out and delivering the goods according to the book of rules, and time-card furnished them by the meek and lowly Nazarene, why lots of that sort couldn't get to first base; but in nearly all instances I have found them pretty good old scouts.

"There are times in our lives when we need preachers mighty bad. Of course I think we need them about all of the time, but on special occasions they are very much in demand. If the town wants to raise a little money for a park improvement at a public meeting, there is nothing like a brass band and a good preacher to do the job with neatness and dispatch, and if any of you young guys were going to be married, and was getting a girl that had had the right sort of bringing up, you would absolutely have to have a preacher. Why you could not hold that sort of girl in front of a justice of the peace for that kind of a ceremony with all the brakes set. No, sir! And again in case of sickness or any real trouble, believe me that is when a good hand at the business delivers the goods just about right. Why, I remember when years ago I was down with the fever,

an old-timer, an old Free Methodist preacher, used to come and visit with me nearly every day. He was one of those optimistic cheerful old boys, and many a day when I was lonesome and discouraged that I wished the measley thing was all over, that old boy would drop in with a cheerful smile and a bunch of good clean stories. You can't tell me, I know it did me more good than the medicine.

"And that pastor who just went by here, I noticed quite often takes a bunch of our town boys out on a hike, little fellows, you know, about 9 to 12 years of age. They go out in the country only a few miles, but to see the preparations those kids make you would think they were going to be away for a week. They take enough grub along for twice the number that are going, and they all think of the preacher; they must always take something extra for him, and in speaking of him they always call him brother, and judging from what the kids say they certainly do have some time. That dignified preacher you just saw pass here plays cowboy and Indians, and all manner of games with them. In fact, he has the happy faculty of being just one of them, and they all have such a good time that they talk about it for days. I want to tell you fellows that our boys are better off mixin' in with a man like that than to be loafing around the streets, and in some instances listening to the smutty stories that some of our men will persist in telling, regardless of how many or whose boys are present. Yes, Black, that preacher is worth what little old salary he gets, just for the influence he has with our young people, even though tonnage sheets, the 16-hour law, or poor steamers do not bother him; and I really don't think it would hurt us fellows to dig down in our jeans once in a while and help support a man who has a good, wholesome influence, not alone over our young folks, but over our whole community. We are all anxious to have our kids good and clean and all right in every respect, and to do that we must have the proper influence from some source.

"Most of you, no doubt, remember the little old white-headed preacher who came here a number of years ago. He was a great lover of flowers, had a passion for them that was astonishing, and darned if the flowers in return didn't seem to love the old man. Why just about any kind of a posy would grow and blossom to beat the band for 't at old chap. When he moved into the parsonage here he planted a lot of flowers along outside and inside the walk on the street, and another bed of them all along just inside the picket fence, so when they blossomed they would stick their heads through the pickets. And talk about flowers! why us natives here did not know anything about raising flowers. He could give any of us cards and spades and beat us to a frazzle. That old boy planted, watered and tended those posies just for the pleasure of watching the little kids gather them, and the smaller the kid the more the old chap enjoyed the performance. The old chap had children but they were all grown up. I fancy at times I can see that little old white-headed preacher out there among his flowers with a lot of children, wearing that smile of his that seemed would not come off when any kids were around, and there were kids all around him, some barefooted, dirty-faced and with ragged clothes; but it made no difference to him. He was having the time of his life watching those kids gathering his flowers, and he played no favorites. He would visit and chat with them as long as they could be persuaded to remain. I have wondered sometimes if the Lord did not have a heap to do with causing those flowers to blossom as they did. The kids were rather shy about picking the flowers at first, until the old man told 'em to go to it. You can bet he did not have to tell them many times. He would say, 'Why, Lord bless you, honey, I planted those flowers a purpose for the little folks in this town.' It was a new sensation for most of them, as they had been accustomed to hear words like this: 'Get out of that flower bed, you measly little brat! Can't you think of anything but mischief and destruction?'

"That preacher was playing a new tune on their little heart strings, and Black, I want to say that it was really wonderful how those little tots responded to that sort of treatment, and how careful they were not to destroy the kid flower beds. Just that one incident of influencing the minds of those kids, and us grownups, too, for that matter, was worth more to us as a community than what little old salary we paid him.

"He created considerable amusement among a certain class when he first came among us, by prayin' right out loud in meetin' for the railroad men. Many of us called him silver tip, and at times I imagine I can see that silver white head of his, bowed before the congregation at every public service, carrying the railroad men in prayer to his Heavenly Father. You can bet he never played any favorites, there either. He would sometimes commence with the track men and close with the officials, or vice versa, or perhaps commence with the engineers or firemen and pray both ways from that point; but he seldom omitted any of them, and I don't think he ever let up on it this side of eternity.

"Preachers are just human like other folks in a great many ways. I'll never forget the first one with whom I became well acquainted here. It was back in the early eighties, about 1881, when I was firing out of here. The town was not incorporated then. Kansas did not have Prohibition and our men on the road here as elsewhere were rather a rough lot. Church members were as scarce as good steaming engines. However, the Methodists had a little church over on the south side. They had been having preachers once in a while on the extra list plan, but it was rather slim pickin' for 'em. Finally they sent a preacher here by the name of Graham. He was a tall, gaunt, ganglin' Southerner from Virginia, I think. He had quite a large family. His family came in on No. 8. He drove in a few days after, driving a team of ponies hitched to an old buggy that looked as though it had made several trips between Kansas and Virginia. His time-card called for Sunday school and sermon in the morning, a trip to the

country and service in the afternoon, and services again in the evening every Sunday."

"The 16-hour law must have caught him on Sunday, sure," said Black, laughingly.

"Yes, and many other days, too, we found out afterwards. There was a bunch of firemen here then that were some goers. Let's see; there was Jack Hardesty, Bill Tucker, Frank Schuyler, Ed. Pearson, Pete Good and that old bunch that were rather foxy old boys.

"Well, to make the story short, a bunch of these sports were out one halloween looking for amusement of some kind, when they happened to spy the preacher's buggy standing out in front of his house. They coupled into it and started up the street at a pretty fair gait, with Tucker in the seat driving them with the whip that had been left in the socket. After about a block and a half run the fellows pulling the buggy balked, although the driver used his whip more freely than he would have done if he had been driving steers. He could not get them to go any farther, so they held a council of war. Those fellows had no more real use for that vehicle, but they had swiped it and of course they had to do something with it. Finally they decided to take it to the roundhouse, which they did. Then someone suggested that they put it on the turntable and turn it around. They did that several times until it got to be too much like work. When the turntable stopped the buggy was headed in the direction of the paint-shop. One of them suggested that they take it to the paint-shop and paint it for the minister, which they proceeded to do.

"In those days the railroad companies used all kinds of bright colors for painting their engines, and George Miller, the foreman of the paint-shop, always kept a supply of colors mixed ready for use. Well, sir, those crazy smoke-makers helped themselves to brushes, and a liberal supply of different colored paints, and commenced operation on that poor innocent vehicle. There was one man for each wheel, and then some, and as their tastes differed, one wheel had red

spokes and a white rim and green hub, another had white spokes, red rim and yellow hub, etc., and there was only one side of the body alike. When those fellows got through with that machine, each wheel, the body, tongue, etc., were all plenty gay with color, but no two were exactly alike. I tell you Joseph's coat of many colors wasn't in it. Darned if it didn't look like a cross between a crazy quilt and one of Sells Brothers' band wagons. They selected Hardesty to paint a sign on it to read, For Sale, but Jack was never much of a hand at spelling so he painted it, For Sail. They then trundled it up town, and in front of the postoffice, right over there where the blue grass lawn and the shade trees now are. At that time was a sort of a frog pond with a huge pile of stone in the center of it, but as there was no water in the pond they succeeded in placing the preacher's band wagon on top of the stones, where they left it. Next morning they were around quite early for them, to get a daylight view of their artistic job. I tell you it was some sight hiked up there on that pile of stone.

"Well they were standing there admiring their artistic efforts along with a couple of dozen or more other citizens, when the preacher came down to get his mail. No one had to call his attention to that band wagon. Anyone could have seen it for a mile, but it was quite a spell before he got it through his noodle that that circus-looking thing was his property. I was watching him pretty close, and when it did strike him that he was gazing at his own buggy I saw a sudden change, a hard look came into his eyes, they narrowed down until he was looking out of little narrow slits. I saw him make a mighty big effort to control himself, but it was no use, he was just human, you know. Anyone could tell by the look on that fellow's face that he was not the mush and milk sort, and sizing him up as he then looked I made up my mind that he could just about lick his weight in wild cats if he got started. Finally he climbed upon a large stone block at the foot of the pile, as a sort of pulpit, and took a long look down on that bunch of roughnecks and others, and I'll be switched if it

didn't seem as though as he was looking right at me or through me all the time. I found out afterwards that the other decorators felt the very same. He had a sort of curl on his upper lip, contempt written in big box-car letters all over his countenance.

"Finally, in a very low but distinct tone of voice he said, I am a minister of the gospel, as you all know, but after all I find that I am only human. I don't know who, or how many were interested in that job, pointing his thumb over his shoulder in the direction of the wagon, but if he or they will step outside of the city limits with me I will undertake to thrash them all, either one at a time or collectively. And anyone could see that he was not only willing but anxious to go."

"Say, Casey, did you go?" asked Tom Chapman.

"Who, me? Not so you could notice it. None of the other fancy painters went, either. Why, no one was mad but the preacher, and he had his bluff in on us with that look he gave us."

"And it was one on us after all, and I wished a thousand times in the next few weeks that I had never seen that measly wagon. Everyone joshed us unmercifully; it seemed like even the station hands along the line were inviting me outside of the city limits, or someone was asking me if I was going into the carriage painting business, or some other fool question. That joke was a good bit like an old double-barreled muzzle loading shotgun I used to own. It seemed to kick back harder than it would shoot, but the clincher to the whole thing came about in this manner: One of the artists got laid up with rheumatism, at the old Kansas house, a few weeks later, and preacher Graham called on him one day when three of the other guilty parties were there also. He came into the room before we could get out, introduced himself and shook hands with all of us, and before I hardly realized what had happened, we were all laughing, and swapping experiences, like as if we had known each other always. He did no preaching, but he told the most interesting stories, and incidents pertaining to his old home in

the Southland. That two hours slipped away as if it had only been a few minutes, and blessed if that fellow didn't seem to do the sick boy more good than the medicine we were instructed to fire into him. In this manner all we artists met Brother Graham, and when he met us on the street he always seemed glad to see us without overdoing the matter, and we all got so we enjoyed that fellow just the best ever.

"I want to say to you at about this time us buggy artists began to see things in a different light. We could now see a mighty good, well educated southern Christian gentleman putting up one of the best and biggest fights I ever saw, against poverty and ill-health. We saw that his clothes, even the ones he wore in the pulpit, though clean, were threadbare. We saw a large family and a splendid little southern mother, his wife, bravely but smilingly putting up the same kind of a fight against mighty big odds, and then when I would think of that darned band wagon affair I wished some more that I could have had brains enough to attend to my own little affairs."

"We finally got so sore about that business that one of the jokers punched a fellow's head for saying band wagon to him, and I had about made up my mind to do the same, when they let up on us.

"But finally Ed Hovey, the master mechanic's clerk, thought out a plan that allowed us to even things up a little with the preacher.

"Yes, you all know Ed; he is writing insurance down here on the Kansas division. His plan was a sort of an accident, that is, it was not intended for our benefit. He was not a member of any church, but he was a good old scout, not the band wagon sort, you know. He got up a subscription for the benefit of the preacher for the purpose of buying him a new suit of clothes, so the paper stated, and was to be signed only by non-church members. That tickled us all to pieces, and we lost no time in getting our shoulders to the wheel with Hovey, and in a few days that paper looked a good deal like the bulletin book

in the roundhouse, only the paper had heaps of dollar marks on it, and it was all over but the shoutin' as it were. There was quite a neat little sum subscribed to that document, and not a church member's name on it.

"Many of us that was in that day went to church to see the preacher surprised with the donation, and many other signers were there to see how the old boy would take it. The paper and money were presented at the proper time, and it was a complete surprise. When that old boy read on the document that the money was subscribed by non-church members for the purpose of getting him some new clothes, and he looked down that list of names of those roughnecks, all smudged up with greasy fingermarks, for the men had been solicited on their engines or in the shops, or wherever they were at work, he took plenty of time to look the names over and see what the amount was. In fact, I thought he acted very much as he did when he invited us band wagon fellows outside of the city limits.

"Gee, but everything was quiet in that church for a few minutes. Then I saw much the same fight that I saw at the pile of stone, only this was an entirely different cause. He made two or three efforts to say something, but his Adam's apple seemed to come up and choke the words back every time. Finally he just slopped right over, he laid his head down on the good book on the pulpit and cried like a kid, and I guess everyone in the building either cried or had to blow their noses pretty loud and often.

"After a few minutes, that preacher pulled himself together, and started out something like this; of course I cannot give you his exact language, but the gist of it was this:

"'Brothers, I want to thank you first of all for your love and friendship that has prompted this act; secondly, for the money which you state is for the purpose of purchasing me a new suit of clothes; I find that I have enough money here to purchase two suits for myself if I so desire, and also for two complete outfits for the wife and babies, and then have enough left to purchase a new buggy.' And that time I was sure he was looking at me,

and I turned as red as some of the paint that was put on the band wagon; and strange as it may seem each one of the other band-wagon chaps who were in the building felt just the same as I, yet we were not sitting together, or all in one part of the church.

"Then he pitched into his sermon, and it was sure some sermon, all about the fatherhood of God and the brotherhood of man, and he needed no notes, and strange to say, it was not the sermon he had prepared for that particular Sunday, and he closed with, 'And as ye have done it unto one of the least of these,' or something like that, I am not much good at remembering Scripture quotations. It was some sermon all right, and many of us who heard it will never forget it this side of eternity.

"Brother Graham has been called before the General Manager of the Universe many years ago, and as some of the old band-wagon boys have also been called there, I sometimes wonder if Brother Graham has not given a little bit of personal evidence in their behalf, if needed, if only to quote from that memorable sermon of his, 'as they have done it unto one of the least of these.'

"Yes, Black, I think if you will get right next to the average preacher, even though he has sand enough to stick up for what he considers his rights as an American citizen, you will find them pretty good old scouts after all."

DOPSEY.

Learning Too Late.

BY J. W. READING.

Dr. Frank Ellsworth Allard, professor of physical economics at the Boston University Medical School, believes that 100 years should be the average life of man.

A correspondent of the *New York Herald* who interviewed the learned professor got the following information:

"The old Biblical passage anent the life of man being threescore and ten is put into our heads at Sunday School and we later accept it as a matter of course. It is unfortunate that we have the limit of life in mind. We ought to live to be

100. All disease is a process of disintegration.

"I believe that every disease of every name and nature begins primarily in the breaking of some of nature's laws. I believe that the body may be so trained that it becomes a perfect servant of the will. The keeping of nature's laws is the most perfect form of morality."

The doctor, in explaining his views further, among other things, said:

"Insurance statistics show that among insured lives of men between the ages of 45 and 55 the death rate is greater than ever before. They would live longer and accomplish more if they ate less, drank less, and indulged in daily periods of rest and recreation.

There are thousands of women and not a few men whose health is being sapped by the habits of idleness and gossip. These people are lazy mentally and physically, and their viewpoint of life is purely personal and unusually petty. Laziness gives rise to sluggish livers and unhealthy habits of retrospection, which in turn breed neurasthenia and imaginary ills that become real so far as the sufferings of the patient are concerned.

Intemperance in the use of alcoholic stimulants is, perhaps, the greatest curse of our age. The whole problem of drunkenness should be dealt with as a mental affliction, a weakening of the will."

If all the professors of medicine would lay aside their powders, tablets and pills and discard the name of doctor and substitute the word "teacher," the limit of life of man would certainly be extended.

The vast majority of mankind begin to learn too late. Teachers are needed from infancy to the grave. Men who have made a study of the science of life could do a world of good if their knowledge could be imparted to and accepted and followed by the rank and file of humanity in general.

The mother needs a teacher that she may in turn instruct her child. Thousands of children are carted to the burial grounds because of the ignorance of mothers. Thousands of children are

born physical wrecks because of the ignorance of fathers and mothers.

I believe it was Pope who said:

"The greatest study of mankind is man."

And yet all over the civilized world it ranks the least.

Our schools, among other studies, have physiology and anatomy, which is probably well enough as far as it goes; but, like Greek and cube root, it is soon forgotten if not continually worked out.

Schools are needed where nothing but the science of life should be taught, and there should be no limit to the age of scholars.

Mothers' schools would be an improvement over pedro clubs. In all of the many ladies' clubs, churches and other places where the discussion of various items pertaining to knowledge are allowed, it would seem that the first and most principal topic of conversation and argument ought to be the science of life—learning how to live.

As it is now and always has been and probably always will be—unless the nation rises to the necessity of a more determined effort in the education of its subjects—the people look for health after they have lost it; hope to extend their lease of life when their grave is already dug. They are learning too late.

The time to begin training to live 100 years is not when we have reached middle life. After 20 or 30 years of excesses and abuses of both body and mind nature cannot be relied upon to bring back the vigor, energy and general good health that might have been retained had the training begun under the instruction of parents and been followed thoroughly and systematically by the individual himself as soon as he reached an age where he might reason and think.

There are many grand good books that treat on the science of life; but you will hardly ever find them outside the book-stores.

In the business that I am following I get into hundreds, yes, thousands of homes and I find more or less books in nearly all the places where I am called,

and as I glance over the titles, find the books that should be the most sacred, the ones that should train for a healthier, happier life in later years, are conspicuous by their absence.

The ladies' clubs that add the luncheon as a finale to their debates, discussions and gossip; the after theater parties that must lunch at the fashionable cafe where alcoholic stimulants are a part of the menu; the "chop suey" joints that dish out a mess that would down the digestive functions of a hog are the bright colored pathways that cut across lots to burial grounds.

The following notices over the doors of saloons would be the most truthful and appropriate:

"We train the young to die young."

Foreordination, predestination and fatalism—three words practically meaning the same thing—refer to a belief among very many of our fellow citizens that our lives are mapped out for us before we begin to grow. How often have I heard the expression, "A man born to be drowned will never be hanged."

It is unfortunate that beliefs bordering on the line of superstition should pervade the minds of men. It is hard to reason with a brother human mortal who will say:

"Oh, H—, what you giving us? I won't die till my time comes."

A few days ago I read the following regarding one of the early pioneers of our country who was known as a fatalist.

This pioneer on leaving his cabin one morning forgot to take his gun, but had not gone very far until he discovered his mistake and returned for the old "flintlock." When he got back he was upbraided for his fear to go on without his gun. They said to him:

"You won't die until your time comes. Why do you need a gun?"

His answer was:

"Yes, I believe that, but what if I should meet some buck Indian whose time had come?"

There is not a single iota of consistency in the belief of a fatalist. The story of the pioneer is a splendid illustration of the fallacy of predestination.

It is very nice and encouraging, or at least ought to be for those who come after us to know it is possible to train to live 100 years. But what sticks in my crop is—when shall the people begin to train and to whom must be given the task of imparting the earlier information? What remedy can be applied to that class of humanity who say of the drunkard who made a pillow of a T rail, "It was so to be."

I received my second sense, or what

might better be termed some common sense, when I had reached the age of 45. I began training to remain outside the grave as long as possible. This old world began to look mighty good to me. The joy of having wings and picking a harp are a little too far-fetched to "lend enchantment to the view."

In my home, shoved back under the bed, I have an old fiddle that I would not trade for any old harp I ever saw. I would like to know that I could have the privilege of sawing out the "Devil's Dream," on the devil's instrument until I was an even 100 years old; but I did not train for the long life early enough. My parents, like thousands of others all over this broad land, neglected, or, rather, were ignorant of a duty that was, is and will always be a most sacred one.

I began to learn too late.

Railroad Men's Home.

HIGHLAND PARK, ILL., May 1, 1913.

EDITOR JOURNAL: The following contributions were received at the Home during the month of April, 1913:

SUMMARY.

Grand Lodge, B. of R. T.....	\$2167 21
Grand Lodge B. of L. F. & E.....	1286 75
Grand Division O. R. C.....	300 16
Grand Division, B. of L. E.....	74 00
Grand Division, G. I. A. to B. of L. E.....	1 90
B. of R. T. Lodges.....	32 00
O. R. C. Divisions.....	45 00
L. A. to O. R. C. Divisions.....	15 00
Sale of Geneva property by contract.....	500 00
From the Brotherhood men on the Canal Zone, by O. G. Randall.....	7 65
T. E. Shanafelt, Div. 282, O. R. C.....	2 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 456, B. of R. T.....	1 00
J. F. Clark, Div. 441, O. R. C.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00
E. Edwin Chandler, Div. 507, B. of R. T....	1 00
John Benz, Div. 187, B. of R. T.....	1 00
W. C. Cannell, Div. 187, B. of R. T.....	1 00
Total.....	\$4438 67

MISCELLANEOUS.

Five boxes cigars and smoking and chewing tobacco from the Brotherhood men on the Canal Zone, by O. G. Randall.

Cigars from A. H. Rieger, Freeport, Ill.

One quilt from Mrs. Sara Kurtz, Rockford, Ill.

One quilt from Div. 98, G. I. A. to B. of L. E., Topeka, Kans.

Respectfully submitted,

JOHN O'KEEFE, Sec-Treas. & Mgr.,

Railroad Men's Home.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 227 18th avenue, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 1509 Morse avenue North Side, Chicago, Ill.

"Gather Ye Rosebuds While Ye May."

'Tis sweet to roam in the morning hours
And, fresh and fair from the dewy spray,
To pluck the rose in the garden bowers.
Before the lips of the fervid day
Have kissed too warmly the youngling flowers—
Oh, "gather ye rosebuds while ye may!"

'Tis sweet to work in the morning tide,
When the hand is strong, and the heart is gay—
To roam like bees from side to side,
'Mid golden stores that about us lay;
But youth and strength not for aye abide—
So, "gather ye rosebuds while ye may."

'Tis sweet to love when the heart o'erflows;
'Tis sweet to brighten the darksome way
Where some less fortunate sister goes
With life and warmth from one's own heart-ray.
In heaven blooms many a deathless rose—
"Oh, gather ye rosebuds while ye may!"

—H. M. BURNSIDE.

The Month of June.

With the coming month of June comes summer in all its glory. Every green thing that grows is growing, and every flower is in bloom. The earth is one great garden, the scent of roses pervades the air, and all Nature seems to be in holiday attire. It is warm, yet not too warm. The hot July and sweltering August are still in the future, and the air is balmy, without being enervating. June has been called the "leafy month" and the "month of roses;" thousands have called it balmy, and one poet has asked:

"What is so rare as a day in June?"

This is essentially the month of sports when it is a pleasure to be out of doors, and the one who cannot extract some enjoyment from a June day ramble must be very blind or very dull. One never wearies of singing the praises of this month of brides, roses and sweet girl graduates. Lovely June, we welcome you, as the best and sweetest month in all the year.

M. E. C.

Jacksonville Union Meeting.

April 22d and 23d B. of L. E. men and G. I. A. women poured into the "Land of Flowers" by hundreds, ostensibly to attend the union meeting of the Southeastern territory, and in reality to combine this pleasure with that of visiting and seeing Florida, where more than four centuries ago Ponce de Leon landed in search of the fabled fountain of youth, and the very name of which has a magical sound.

For months we had looked forward to this wonderful trip, and from the time of arrival until our departure the welcome and hospitality accorded our people was such that we at once acknowledged the fact that Jacksonville was a sho' nuff town, and when the Board of Trade handed the city over, saying we might capture and carry home with us all live alligators, reptiles, mosquitoes or anything else we saw that we wanted, we were completely won over.

The meetings of the G. I. A. were the best I have ever attended, and the credit

is due Sister Crittenden, A. G. V.-Pres. of Knoxville, who had everything so thoroughly systematized that success in every particular was the result.

In telling her this, she modestly wished to put the honors upon all who took part, because of their willingness in responding to her every request, but we all know that managing and planning for such an event is no small job and requires both tact and judgment, and so we insist upon Sister Crittenden accepting the laurels. In writing this article, we must of necessity briefly mention the various events, much as we would like to dwell upon each one and the part taken by each person. The secret sessions were well attended and the interest shown was intense. The morning of the 23d dawned clear and bright, and about 300 members gathered in W. O. W. hall for the opening exercises.

Grand Officers present were: Grand President Murdock, Grand Vice-President Cassell, Grand Treasurer Bailey, A. G. Vice-Presidents Mains, Fairhead, Crittenden and G. G. Carlisle; President of V. R. A. Wilson, Sec.-Treas. of V. R. A. Boomer and Trustee of V. R. A. Pettigill. There were also 61 Presidents of Subdivisions, which was an unusual number and very gratifying.

The welcome was given by Sister F. W. Amason, President of Div. 384. Sister Murdock spoke on the subject so dear to her heart, the "Silver Anniversary Fund." The subject assigned to Sister Cassell was "Qualifications for a Good President." Sister Mains' subject was, "Canadian Divisions," while that of Sister Fairhead was, "Our Future." Sister Bailey handled the subject, "Be True." Sisters Wilson and Boomer talked on "Our Insurance and Its Benefits," and never were addresses any better received, as each one understood her subject and handled it well. The public reception the same evening, held in Shriners' Temple, was of the usual order; those taking part from the G. I. A. were Sisters Murdock and Fairhead, and the addresses they made were such as to make us feel proud of them. The second day was given to ritual work in the following order:

Opening, balloting and closing, in charge of Division 384.

Transfer, in charge of Mrs. J. W. Alsup, State Chairman of Tennessee.

Draping of the Charter, in care of Mrs. J. E. Fairhead, A. G. V.-President.

Installation, in care of Grand Officers, with Sister Cassell as Installing Officer; Sister Murdock, Installing Marshal; Sister Carlisle as Chaplain, and Sister Dore, of Div. 71, as Musician.

The following officers will be installed:

President—Mrs. E. A. Schmitt, State Chairman of Alabama.

Vice-President—Mrs. T. W. Croak, State Chairman of Virginia.

Secretary—Mrs. J. H. Welch, Div. 21.

Treasurer—Mrs. D. A. Beaver, State Chairman of North Carolina.

Insurance Secretary—Mrs. Hugh Orr, Division 321.

Chaplain—Mrs. T. E. McClain, Div. 409.

Guide—Mrs. J. E. McDaniel, State Chairman of South Carolina.

Sentinel—Mrs. M. F. McWilliams, State Chairman of Mississippi.

Pillars—Members of Div. 277.

Marshal—Mrs. Florence J. Tunstall, Div. 222—Crescent.

Marshal—Mrs. Jennie E. Boomer, Sec. of Insurance—Star.

Musician—Mrs. Vesperman, of Div. 383.

Initiation—By officers just installed.

Candidate—Mrs. J. C. Brown, Div. 499.

The forms as presented were all well given, and the two forms of draping charter were very beautiful, making it hard to decide between them.

The States in the Southeastern territory elected their chairman and Sister Crittenden was elected general chairman, an honor which she well deserves. The entertainment given by the Hot Iron Club of the Board of Trade was enjoyed, and the ball in Shriners' Temple, tendered by the O. R. C.'s, was well attended, and those who like to dance did so to the strains of inspiring music.

The joint session of the G. I. A. and B. of L. E. was a feature which it would be well to pattern after. It gives the wives an opportunity of hearing many things about the Brotherhood and its benefits which they ought to know and which, alas! many of them do not know.

The address, or, rather, talk on Insurance as given by Brother Futch was cer-

tainly instructive, and it is to be deplored that *all* our people who were in Jacksonville were not present to hear.

Brother Prenter, in his usual happy vein, kept the audience in good humor, and gave some good advice to both Brothers and Sisters. Brother Stone is always at his best upon these occasions and his remarks, ever to the point, make one feel that "here is the right man in the right place."

Sister Murdock upon this occasion told of the good things being accomplished by the G. I. A., after which the first principle of the B. of L. E., "Sobriety," was the subject of discussion. Brother Hiner, of Tennessee, talked very forcibly as to the need of sobriety among our railroad engineers, and was followed by Brother Goodwin, of Sedalia, Mo. Brother Wills then took the floor and spoke at length on the "Liability Act," giving us a much clearer understanding of the same. This was the last meeting of the series, and the afternoon was spent seeing the sights in and around Jacksonville and getting ready for the trip to Cuba next day.

The union meeting will long be remembered for its many splendid features, and the city of Jacksonville as a beautiful one with a wonderful future. It is impossible in the space at our command to say all the splendid things that could be said of everyone who in any way contributed to our pleasure, and the success of the meeting. The untiring efforts of the various committees and the whole-hearted hospitality of the Board of Trade and citizens generally will long be remembered, and while we left *most* of the alligators and other things so kindly offered us by the mayor, we *did* bring away with us the memory of kindly people and the beauties of Florida, and next winter, when ice and snow will greet us in this Northland, methinks our thoughts will turn more than once to sunny Florida and, who knows? perhaps some who were on this trip and viewed Florida for the first time will make it a point to be there. There is so much of interest to be told about that most wonderful trip to Cuba that we will continue this article next month.

M. E. CASSELL.

A Trip to Tampa.

Knowing that the union meeting of Jacksonville will be well told, and fearing the trip to Tampa will be passed, I beg space in your JOURNAL to tell a few of the delightful things about Tampa and her people. First, Tampa is not lacking in hospitality, and too much cannot be said in praise of the efforts made by the mayor, the alderman, and the Board of Trade to entertain the crowd that responded to the invitation to visit their city. They are justly proud of Tampa. She is old in history but young in destiny. Tampa looks inviting approached by land or sea and her climate is delightful all the year, being cooled in summer by gulf breezes and warmed in winter from these same breezes. She invites the tourist to stay. She has no storms, high water, earthquakes, or mine disasters to disturb the quiet of her peaceful existence. She has a landlocked harbor where the world could congregate, a harbor with scarce a ripple on its surface. The government is expending \$1,750,000 on harbor improvements, and Tampa is destined to become the greatest port off the Gulf Coast. The foundation of wealth is taken from the soil and anyone inclined to get a livelihood from the ground, could not do better than go to South Florida. Her fruits and vegetables are unsurpassed. Her industries include many great manufacturing, among them leading the world is the cigar, "Made in Tampa," embraces every kind of cigar which has become indispensable to mankind. Fishing is great and contrary to our expectations, we found no mosquitoes, flies, bugs, or creeping reptiles. The sanitary system cannot be beat, and cleanliness abounds, and, useless to say health, for the two go hand in hand.

Anyone wishing to go to Tampa will find a cordial welcome, as all can testify who went down from Jacksonville. We were met at the train by Brother Ashman, of Div. 533, who, with his charming wife, did all they could to make our visit a pleasant one. After being escorted to our hotel, where we found all arrangements had been made for our

entertainment, we were told that a boat was waiting to take us to St. Petersburg, Manatee, and Passaic Grille. This trip was delightful beyond the telling and to many of us a first experience on the water. The next morning the engineers were treated to cigars, while the "engineeresses"—as the Jacksonville people dubbed us—were given beautiful roses and souvenir hat-pin holders made from the famous alligator skin. We were then treated to an automobile excursion around the city, stopping at the beautiful German Club for refreshment. After seeing Tampa with its fine homes, churches, schools, public buildings and parks, we landed at the Board of Trade, where we were told of Tampa's government and the many inducements she has to offer to those who go in to win. The time came for us to depart, and with eyes looking back at the beautiful city so peacefully resting in the lap of Tampa Bay, we reluctantly bade the friends we had met goodbye.

MRS. T. H. CUMMINGS, Div. 169.

My Heroes.

As I take off my hat to the Blue and the Gray,
So I take off my hat to another today;
They are my heroes true, who, along the iron trail,
With a hand on the throttle and eye on the rail,
At great speed take us safely 'cross continent wide,
O'er as dangerous paths as did ever betide
Those great heroes in battle, our country to save
As 'the land of the free and the home of the brave.'
When the mantle of darkness o'erspread Blue and Gray,
In their tents they awaited the dawn of next day;
Then to battle again and to wearisome fight—
But my heroes bore holes through the blackest of night;
They, too, must watch the signals with eye sure and keen,
A brain ready for action lest enemy seen—
A loose switch, a sharp curve, or a bridge, or a tie—
May cause thousands of souls in their care thus to die;
So my heroes stand valiant, no gen'ral more grand,
With no traitor, no coward 'midst them in the land;
They are first to the front—none of these to the rear,
And they mount their black steeds, take the reins without fear;
Then when "charge" the command, each leaps forth with a bound.

Sending back the word "vic'try" with clarion sound.

Here's a toast to my heroes along the iron trail,
For their flags never cease in the breezes to sail;
For the flag of my heroes ne'er trails in the dust.
May we true to them be as are they to their trust.
MRS. E. A. STEELE.

"Judge Not, That Ye Be Not Judged."

I am out on a campaign for the widows and orphans, and an appeal to women's hearts in general.

I have heard a widow criticised for buying a piano for her little girl to learn music. Madam, is not her little girl as dear to her as yours is to you? If that little girl has a talent and her mother encourages it, so much credit due to her.

I have heard a widow criticised because her boys were always nicely dressed. "H'm, I don't think she needs any help, her boys are always better dressed than mine." All the more credit to their mother.

I heard a criticism passed on another widow who was always well dressed, a clever needlewoman, knows how to twist and turn things. Sisters, give her the credit for the effort.

Still another criticism on spending money on a boy's education. "Yes, she will spend that money and perhaps be needing it later on. His father got on without much education; my husband the same." Madam, we are progressing—what did for the last generation does not do for now. Give the credit due.

Do we ever take individuality into account? Why in the name of common-sense should we sit down and advise a woman to do something we could not and would not do ourselves, and then criticise her for not doing it? Let us always remember two proverbs—"Comparisons are odious" and "Circumstances alter cases."

Now it is up to every Division to give that \$1 per member that Sister Murdock is asking for the Orphans' Fund. Widows, put in your mites. You have come through and know what it means. And remember, it is a tribute to a widow with a clever head and kind heart.

Yours in F., L. & P.,
EVA D. ROBERTS, Div. 346.

Life, a Matter of Degrees.

Mamie drew her threadbare coat about her, closed it in front and shivered, while she hid her nose in her "cat's fur" muff. Gingerly she stepped along; for her clothes were old and shabby and she had been running errands all day, till her feet ached. She glanced at her lists—three more packages to deliver before she was through. Then she could hurry home and then the smile that flickered over Mamie's face was happy. She had a date with him tonight; they were going to a moving picture show, too, and Mamie sighed happily and trudged along with a new determination.

Marie sat huddled in a corner of her limousine and watched Mamie with her bundles. She closed the collar of her sealskin coat and shivered, while she buried her nose in her fox muff. Gingerly she lifted her feet from the ground, for her shoes were slightly tight—and then she had been dancing all the night before, till her feet ached. Three more visits on her list before she could hurry home. Then she must dress for dinner, then—the bored look disappeared as a smile lit up Marie's face; and the smile was genuinely happy. He was coming tonight, they were going to the opera together.

She sat up alert and buoyant, looking up at the stars. The stars winked down at her and said (but she did not understand them): "Life's all a matter of degrees!"—*Dietetic and Hygienic Gazette.*

Circuit Meeting in California.

Golden State Div. 104, Los Angeles, Cal., had the first circuit meeting ever held in California, April 3. These meetings having been held so successfully in the East, was an incentive to the western Divisions.

The day dawned bright and fair, and when the meeting opened found 86 Sisters present.

The President, Sister Schatte, opened the meeting with the usual form.

The circuit meeting being held for the purpose of promoting sociability between the sister Divisions, and for exemplifying the ritualistic work. After opening

form the President turned the work over to Div. 392, who put on installation work, which was very creditably done; all the officers being in uniform added much to the beauty of the work.

This closing the morning's work we were served with luncheon by the Methodist ladies, to which repast we did ample justice.

The Divisions were called to order again at 2 p. m., and Bakersfield Division exemplified bringing in a Grand Officer, which they did especially well.

Smiley Heights Div. 243 put on the form of bringing in a Sister by transfer, showing though only a small Division, they were not lacking in their knowledge of the ritualistic work. Div. 104 having the circuit meeting in charge put on initiation, penny drill and closing form.

The visiting Sisters were given a theater party in the evening.

The next morning about 25 were given an auto ride around our beautiful city, and that evening Div. 104 gave a very pleasant social with a program and delicious refreshments in their hall.

Much credit is due the Past-Presidents' club for all the preliminary arrangements.

This closed the first circuit meeting and all felt they had derived much benefit and were high in their praise of their gracious hostess, Golden State Div. 104.

COMMITTEE.

The Female of the Species.

"Marie," said Mr. Jones to his wife.

"Yes, John."

"I have something on my mind that I must tell you before I can ever be happy."

"I shall be glad to hear anything you have to say, John."

"It is hard to tell you, but I can't hide the truth any longer. Marie, I married you under false pretenses."

"You did?"

"Do you remember what it was that brought us together?"

"Can I ever forget it, John? We were at the seaside. I was drowning, and you saved me after I had given myself up for lost."

"And afterwards in gratitude you married me."

"Yes, I felt that I owed my life to you."

"Marie, I deluded you about that rescue business. Where you believed yourself drowning the water was only waist-deep. You were never in danger."

"I knew it, John," she answered. "I had one foot on the ground all the time."—*Philadelphia Record*.

New Divisions.

DIVISION 536, BRANDON, MAN.

Monday, March 10, 1913, Assiniboine Div. 536 G. I. A. to B. of L. E. was organized at Brandon, Man., by Mrs. J. M. Mains, S. A. G. V. P. of Toronto, with 20 charter members in the Odd Fellows' Hall. The election of officers was then taken up, and Sister Mains gave us a very interesting talk on the Silver Anniversary Fund and the benefit we would derive by being insured. The Secretary was instructed to write a vote of thanks to our Brothers of 667 for bearing the expense of the charter, and six months' hall rent.

Tuesday a meeting was held for instruction, when 18 of the Sisters from Div. 471, Winnipeg, assisted. Our Grand Officer acted as Marshal, Sister Philipps, of Div. 471, as installing officer, and very beautifully exemplified the floor work. A public installation was given for our Brothers, who were in waiting in the anteroom, after which a social hour was spent and light refreshments served; the remainder of the evening was spent as the guests of our Brothers at the Sherman Theater.

We hope the Sisters of Div. 471 will pay us a visit again in the near future, and we extend the good-will of Div. 536 to Sister Mains in her untiring efforts in Auxiliary work. IDA HUYCKE, Sec.

DIVISION 405.

Silvis Div. 405 was organized at Silvis, Ill., April 23, with 21 charter members. The charter was donated by Div. 266, Rock Island, Ill. Sister G. W. Tenney, of Div. 266, acted as Grand Organizer, and Sister J. L. Williams, of Div. 266, acted as Installing Marshal. After organization, installation of new officers

took place. Sister Smith, in behalf of the new Division, presented Sisters Tenney and Williams each with a solid silver spoon as a token.

Remarks were made by several of the visiting Sisters and all joined in singing "Blest be the Tie that Binds." After meeting closed refreshments were served and in the evening a dance was given for the husbands and friends of the Auxiliary, from which a neat sum was netted.

MRS. A. M. KOUGH, Acting Sec.

Notices.

A cordial invitation is extended to all members of the G. I. A. to the B. of L. E. to attend a union meeting of the Eastern Circuit, held under the auspices of Good Hope Division 374, on Friday, June 20, 1913. Meeting to be held in Frantz Hall, corner 3rd and Hamilton streets, Harrisburg, Pa. Meeting called at 1 p. m. sharp.

SECRETARY EASTERN CIRCUIT.

As it was impossible to acknowledge each contribution sent in answer to our appeal for assistance for a needy Sister of Div. 24, we wish to thank through the JOURNAL all sister Divisions who so generously responded. EX-SEC. DIV. 24.

Since the issue of May JOURNAL the condition of the sufferers from the recent flood in Ohio and Indiana has been more fully investigated and we find that in nearly every instance great loss was sustained. Houses left in bad condition if left at all, furniture entirely destroyed in many cases, and clothing swept away, thus obliterating the savings of years. Upon learning these facts our Grand President decided to issue a call to sister Divisions, as was done at the time of the San Francisco disaster, and whatever each Division feels they can afford will be gratefully accepted and every cent received at the Grand Office will find its way into the home of some Sister where it will help lighten her burden. There were 35 families in Div. 52 alone that were in the direct path of the flood. All escaped with their lives, but with very little else. "A friend in need is a friend indeed."

M. E. CASSELL.

Division News.

Div. 343, Burlington, Ia., on April 28, entertained Div. 151 B. of L. E. and their families at their clubrooms. The entertainment was in the nature of a musical and banquet, and given in appreciation of the kindness of the Brothers in paying hall rent for our Division. The tables were beautiful with pink carnations and ferns used for decoration. A fine program was given during the banquet, after which the flower drill was put on, the Brothers joining in the fun, but nevertheless swelling the fund.

Dancing was also indulged in until a late hour, and the entire evening was voted a success for pleasure and sociability.

COR. SEC.

VANDERBILT DIVISION 264 gave a theater party last month at the Bronx Theater. The Division was well represented, also friends and Sisters of neighboring Divisions helped to fill the entire house. We also gave a social and variety sale in our meeting rooms, inviting our friends and Sisters; some engaged in playing euchre, a prize being won by Sister Lamb. Sister Wood told fortunes to a number of those present. We were entertained during the afternoon with singing by Sister Elliott, also by Madeline and Clifford Stroh. Sister Davis presented the Division with a beautiful embroidered centerpiece, which was raffled off and won by Mrs. Rice. Coffee and cake were served and we said farewell after enjoying a very sociable afternoon.

CARRIE STROH.

ON April 17, Mount Royal Div. 346 held a most enjoyable euchre in Victoria Hall, Westmount. One Sister estimated we had all of 300 guests. We had not expected such a good turnout, and felt a little nervous regarding provisions; however, everyone seemed satisfied, and there was nothing left but a few crumbs, so we were not burdened with parcels to carry home. By the way, have you ever noticed what fine cooks the engineers' wives usually are? and what a fine appetite Mr. Engineer has? I remember one Brother ordering a barrel of coffee (he

was a giant in stature), and he looked quite serious when he gave the order, and I felt a quaking for the boiler of coffee out in the kitchen.

One of the Brothers, Mr. Jack by name, was telling two of the Sisters what a friend of his thought of the engineers, what a fine-looking lot of men they are, and then he said, "I asked him what he thought of the engineers' wives?" (now this promised to be interesting) but what do you think? Sister Jack would persist in taking Brother Jack off to dance with a lady she had chosen for him by the name of Barbara, and we never heard what the stranger thought of the engineers' wives, and we concluded it was a Barbarous thing for Sister Jack to have interrupted Brother Jack's story.

All seemed to enjoy themselves. Prizes were won by a C. P. R. Brother and Sister—a shaving mirror and a manicure set; there was also a drawing for a cut-glass cream-jug and sugar-bowl, which was won by Sister King, one of the members of Div. 346. Proceeds helped to swell our funds, which were very much needed.

INS. SEC.

MIZPAH DIV. 136, of Howell, Ind., had quite a pleasant gathering on April 7. Owing to the recent heavy floods the train service was almost entirely abandoned, consequently there were quite a number of good Brother engineers at home. As their Div. 154 met during that time and 25 of their number attended the meeting, their better halves found that to be a splendid time to surprise them at their hall. Twenty-two of the Sisters responded to the call, and with the committee who looked after the refreshments they proceeded to the hall. We were more than welcomed, as the Brothers showed in more ways than one. A nice program had been arranged by the committee, opened by a charming and original speech by our able President, Sister Henry Laswell, followed by a stirring song, sung by the air of "Marching Thro' Georgia" that was composed for the occasion by Sister Mary Burns, entitled, "While we are Working With Laswell." Sister Burns also gave a laughable recitation, "The

Widow Green," that was well received, followed by a short speech by Sister Wm. Gymer. After this the President called for remarks from the other Brothers and Sisters present, to which Sister C. D. Sursa, Brothers Fromna and Ferry of Louisville responded, and also Bro. Chas. Sutter, our "Old Reliable," who gave us the origin of the Auxiliary goat. We were fortunate to have with us that evening our veteran engineer, who is still in active service, Bro. Jake Lamotte, who with his wife resides in Shawneetown, Ill. The ever tempting repast for which Div. 136 is noted followed in due time, and the balance of the evening was spent socially and in dancing, and at a late hour we separated, each one hoping to be present at the 21st anniversary of Mizpah Division, which occurs on the 26th of April, which is an anticipation of another good time.

SISTER CHARLES J. JOYCE.

STRAWBERRY QUEEN DIV. 91, Centralia, Ill., celebrated the 22nd anniversary of their organization on April 18 at Metropolitan Hall. A large crowd attended and all enjoyed themselves immensely.

Only three charter members of Div. 91 were present. They were Sisters Mathis, Marsh and McMillan, all of whom made short addresses, telling of the organization of Div. 91.

Music and recitations were furnished by the young people. Several games and contests were played by the older ones, the most amusing of which was a hat trimming contest by several of the Brothers. The talent they displayed was amazing, but poor Brother Hays just could not thread his needle, so finally pinned some trimming on a hat with his needle and joined the parade, which brought down the house.

Early in the evening envelopes were passed around containing the names of Presidents of the United States and their wives, and each Brother got busy locating his partner, whom he later escorted to one of the two long tables which were well supplied with delicious refreshments. President Wilson and ex-President Taft brought forth much applause

at the close of the banquet by their timely and amusing remarks.

At a late hour they all departed for their homes, heartily expressing their enjoyment of the evening's entertainment.

COR. SEC. DIV. 91.

THE members of Milk River Div. 392, Havre, Mont., were agreeably entertained at Chestnuts Hall, Friday evening, April 11, by the Ladies' Auxiliary to the B. of L. E. Cards and dancing were indulged in until midnight, when a sumptuous repast was served by a committee composed of Sisters Schroder, Killilea, Vegas, Clifford, Cebulla, Schule, McDonald, O'Neil, O'Brine, Bailey and Baker. One of the most enjoyable features of the evening was a recitation rendered in a most pleasing manner by Mrs. John Dexter. All present thoroughly enjoyed the evening.

MRS. A. W. BAKER.

DIVISION 520, B. of L. E., and Div. 535, G. I. A., of Gary, Ind., joined in a surprise given Brother and Sister Wm. Conklin, upon their return from their wedding trip on April 8. Sister Conklin was formerly Sister Mary Sawyer of Div. 535. The surprise was a complete one, and the evening was pleasantly spent with cards and music. Luncheon was served and the happy couple was presented with a beautiful cut-glass fruit bowl.

At a late hour the company dispersed, after wishing the bride and groom many years of wedded bliss.

PRES. DIV. 535.

WELCOME DIV. 147, Ashtabula, O., entertained their charter members at their hall, April 9, from 2 to 5 p. m., the occasion being the 17th anniversary of the organizing of the Division by Sister Cassell.

A very nice program was rendered by Sisters of the Division. The minutes of the first two meetings held on April 9 and 21, 1896, were read by the Secretary, and many were the witty and sober reminiscences of the pioneer days of the Order called up by the reading of those minutes from the pen of Sisters Pilmer and Ma-

han, the first Secretary and Secretary pro tem. Sixteen of the original 36 charter members were present.

Mrs. J. Redhead, of Cleveland, O., and Mrs. Wm. Kyser, of Alliance, O., were present, both being charter members of 147. A very nice supper was served at 5 o'clock, and after a short time spent in greeting old friends and meeting new ones, all took their leave, expressing the kindest of feeling for the future prosperity of the Division.

I cannot close without expressing the pleasure we all feel at the spirit that is manifest in Div. 147; a spirit of progress, kindliness and good feeling toward one another, and we are truly thankful that Sister Ella Brown's brother-in-law made it possible for her to become a member of the G. I. A. (riddle) and eventually our present President.

SEC. 147.

THE second annual dance of Marion Div. 410, G. I. A. to B. of L. E., was held in Lincoln Hall, Jersey City, Monday evening, April 7, 1913. Music by Professor Hood. Committee of arrangements, with Sister Mrs. A. C. Terhune as chairman, ably directed. The floor committee, under the direction of Sister Mrs. W. E. Keefee, our President, was O.K. Dancing was enjoyed until midnight, then cream was served. A large gathering was present. Undoubtedly all had a good time and sociability reigned supreme. Always have a good time with Div. 410.

A SISTER.

ON March 19, the members of Puget Sound Div. 502, with their children, walked in on our Insurance Secretary, Sister Morrisette, about 8 p. m. The occasion for the surprise was her birthday anniversary. The jolly, self-invited guests brought with them ice-cream and cake. The evening was spent in games and having a good time in general. Our President, Sister Nelson, with a few appropriate remarks presented Sister Morrisette with a cold meat fork as a remembrance from those present.

Division 502 does not often speak for publication, but it is not averse to having its name appear in print, for it will let its Sisters elsewhere know that it is still very much alive.

SEC.

A LAGGARD pen has nearly placed Div. 61, Springfield, Mass., in oblivion.

With the fleeting years we have not been idle. One mile-post after another has whirled by and now, looking through the spectacles of time and experience, we feel we have not labored in vain. We have added to our membership, endeavored to maintain a high standard in our ritual work, and 1913 finds us prosperous with activities in full swing.

We opened the year with one of Div. 61's ever popular dances. The chairman, with her efficient committee, and the kindness of the Brothers of Div. 63 in selling a greater number of tickets than we dared to hope for, made the affair a pleasure for all who were able to attend, and netted us the neat sum of \$105 for the treasury.

Wishing to express our appreciation to the members of Div. 63, B. of L. E., we voted to invite all the members, their wives and families to meet with us for a social time the evening of March 28.

The playlet, Deacon Zerubbabel S. Scrubber's second wife, which was well rendered by Sisters Hoffman and Vining, and Bertha Vining as maid, elicited much applause. Sixty-one's drill team made the letters G. I. A. to B. of L. E. The officers' drill and the penny march were given by the members.

After the exercises the Sisters escorted their husbands and visitors to the banquet hall, where ice-cream and cake were served. "Thanks" for a pleasant and enjoyable evening, were the parting words of our guests.

We hope to all meet again in the near future with the names of those who were our visitors on that occasion added to the membership list of Div. 61.

COR. SEC.

DIVISION 312, B. of L. E., Boston, Mass., met in Laurance Encampment Hall, 724 Washington street, May 4, 1913. It being their first meeting in their new quarters, they called on the Sisters of Div. 256, G. I. A., to serve them with a collation, which was enjoyed by about 100 members, all doing justice to the good things provided. After they had attended to the wants of the inner man, we had the pleasure of listening to

remarks by worthy Chief Brother McFarland, also Brothers Standish, Powell and Palmer. Last but not least were two of our worthy members on the Grievance Committee, Bros. L. Mitchell and F. S. Evans, who has lately joined the suffragette party, and I can assure all who were not present that the remarks of those Brothers were well worth listening to, as a good many of the members of both Divisions were ignorant of the facts relating to this movement. After three cheers and a tiger for both Divisions, the Brothers retired to resume the labors of their Order, all hoping they might meet again on such an occasion in the near future.

M. J. P.

SILVER STAR DIV. 22, Grand Rapids, Mich., celebrated its 25th anniversary April 17, 1913. Our Grand President, Mrs. Murdock, and visitors from Divs. 9, 13, 17, 63, 439, 514 and 414, to the number of 85 were with us, making a big meeting full of enthusiasm.

We opened our meeting at 10:30 a. m. using a brand new Bible presented to us by our brother Division 286, B. of L. E. Needless to say our old one was dilapidated and worn. At noon we adjourned for dinner at the Hotel Crathmore, and called meeting again at 2:30 p. m., at which time our first Guide assisted our present Guide in taking up the password and distributing pink carnations, after which we initiated three candidates, making a total membership of 106, of which we feel very proud, as we only had eight charter members, three of whom are still with us.

We then listened to a very fine talk by our Grand President, Mrs. Murdock, who closed her remarks by presenting to us on behalf of visiting Divisions, silver dollars—whole hands full of silver dollars. We also had remarks by Presidents of the Divisions present. We then closed our meeting with a silver drill for the benefit of the Silver Anniversary Fund.

After supper we met again with our visitors, our husbands and families at the Grand Rapids Dancing Academy, where we enjoyed an entertainment and dance, when we had the pleasure of listening to an address of welcome by our President, Mrs. A. B. Rosenberger. Also another fine talk by our Grand President, giving good advice both to us and our husbands, and remarks by Bro. O. O. Andrews, Chief of Grand River Valley Div. 286, who presented to us, in behalf of his Division, 25 silver dollars—one for each year. The good things were not done yet, for in marched 16 ladies of Silver Star Division, dressed in white, carrying staffs with colors and emblems, who went through the evolutions of a difficult

and beautiful drill. When they marched out again the applause was deafening and well deserved. Ice-cream and wafers were served during the evening and dancing was indulged in until we were all tired and it was time to say good night and good-bye. Due credit must be given our committee on arrangements for the success of our celebration.

COR. SEC.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., June 1, 1913.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than May 31, 1913.

ASSESSMENT No. 804.

Meadville, Pa., March 12, 1913, of cancer. Sister Emma C. Miller, of Div. 78, aged 67 years. Carried one certificate, dated May 20, 1891, payable to B. F. Miller, husband.

ASSESSMENT No. 805.

Corning, N. Y., April 11, 1913, of pneumonia. Sister Elizabeth Doolittle, of Div. 23, aged 49 years. Carried one certificate, dated Jan. 17, 1908, payable to Charles Doolittle, husband, and Emma and Harriet Doolittle, daughters.

ASSESSMENT No. 806.

Ft. Worth, Tex., April 13, 1913, of la grippe. Sister Elizabeth Henry, of Div. 421, aged 50 years. Carried two certificates, dated Feb. 22, 1906, payable to Leon, Genevieve and Robert Henry, children.

ASSESSMENT No. 807.

De Soto, Mo., April 29, 1913, of cancer. Sister Mary E. Carle, of Div. 58, aged 59 years. Carried one certificate, dated Dec. 29, 1903, payable to Alice M. Carle, daughter.

ASSESSMENT No. 808.

Port Huron, Mich., April 30, 1913, of apoplexy. Sister Jane Renwick, of Div. 8, aged 71 years. Carried two certificates, dated April 5, 1894, and April 12, 1900, payable to Martha Warren, Isabella Jackson, Margaret Hume, daughter, and John Hume, Marjory Warren and Evelyn Jackson, grandchildren.

ASSESSMENT No. 809.

Jonesbor, Ark., May 1, 1913, of Bright's disease. Sister Eunice Smith, of Div. 240, aged 53 years. Carried one certificate, dated March 9, 1906, payable to A. Smith, husband.

Members will pay their Insurance Secretaries on or before June 30, 1913, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 774 and 775, 9,405 in the first class, and 4,767 in the second class.

NOTICE—The report of date of certificate on claim 783, April JOURNAL, was an error. It should have been April 22, 1892 instead of April 28, 1909. No. of certificate was 976.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.,

1627 Sherwin avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Questions and Answers

BY JAMES GREGORY.

Question: If it is true, as generally claimed, that steam is used with greatest economy at short cut-off, then why do we often find in practice that the engine does not steam so well when lever is cut back as when longer cut-off is used and power regulated by throttle instead of by reverse lever? B. R.

Answer: When engine fails to steam well at very short cut-off the fault is due to one of two reasons: Either the steam is expanded to such a low pressure as to cause a waste of steam by excessive condensation, this producing also a correspondingly weak exhaust force, both of which contribute to the poor steaming; or else the fireman is unable to supply just the quantity of coal needed to get the best results as to steaming, even when the cut-off used is theoretically correct.

The latter is the most likely fault, for with the crude means of supplying coal with the scoop, and by the average fireman, there are conditions, no doubt, when the results obtained at short cut-off would seem to prove the theory of working steam expansively under some conditions to be wrong, when the fault lies elsewhere.

Question: Our company has transferred about 20 engines from a hilly division to one that is practically level. These engines, though using the same coal, have not done well for steam since the change. It has been found necessary to reduce the nozzle in every one of them to make them do the work. Why is this so? B. R.

Answer: Engines running in a rolling country with no very long grades can be run with a liberal size of nozzle. They need it to get the trains over the knobs, as a large nozzle is a great help in getting the necessary headway, and an engine may be worked at a longer cut-off to good advantage when under good

headway than if the nozzle is small. The large nozzle will not make steam as well, but the boiler may be filled when the grade is favorable, and the water traded off for steam while making the run for the hill.

On the level road there is little chance to trade water for steam to help the poor steamer. The injector must be on almost continually, and, to make along run, the engine, if not a good steamer, will "fall down" occasionally. Reducing the nozzle area to meet the conditions on a level road does not mean the engines had to be choked to make steam enough, for they do not attain the same speed as on the hilly division and may be made to steam and still work free enough with the smaller nozzle than they used before.

Question: It was said by some of the engineers who had run these engines that we did not hit them hard enough. They said the harder you work them the better they steam. How about it? B. R.

Answer: It is easy for a fellow on a road running through a rolling country to get the idea that the harder you work them the better they steam, for he can usually see some favorable grade ahead where he can get the water back that was used up while "basting" her over the knob; but when the fellow on the level division loses his water it is a case of "stop and blow up." They all steam best when "running away from their water," as we call it; but the fellow on the level road cannot indulge in any such extravagance except when making a short run.

Question: I find that when running with lever cut back and throttle full open for a long run the valves seem to get dry, causing lever to jiggle, although lubrication is feeding plenty of oil. Why is it? READER.

Answer: Two causes tend to produce the effect you refer to: One is that even if the oil supplied to steam chest was enough with a longer stroke of valve, with the very short travel there is a part of the seat that the valve does not uncover so as to permit direct contact of the steam, which should carry the oil to it; what oil it gets is drawn, or rather dragged, to the uncovered part of seat by

the valve from the exposed portion of the seat, which is usually not sufficient to properly lubricate the uncovered part of valve seat.

Another reason is that with full throttle and short cut-off the steam-chest pressure is high, making the circulation of steam from lubricator sluggish, and it may even check this circulation altogether, forming what is known as a "water seal" in oil pipes, which prevents the passage of the oil. By dropping lever down a few notches this trouble is overcome, as by doing so the amount of steam the cylinders will use will then be greater than before, and the steam-chest pressure will be lowered so that circulation from the lubricator will be resumed. Besides, the whole of valve seat will then be exposed to contact of the oil-charged steam, which will properly lubricate it again. The choke-plugs tend to produce uniformity of pressure in oil pipes under varying conditions of service and handling, and if not absolutely perfect, are more nearly so than the fellow who works engine at such a short cut-off that the valve cannot be properly lubricated.

Question: It sometimes happens that when approaching an interlocked crossing we get the signals for "all clear" after having commenced to make a brake application. If we immediately release brakes before the air quits discharging from service discharge port it often happens that some brakes in train will stick. How can this be accounted for? Why, if we have the required excess pressure, do the brakes not all release?

ENGINEER.

Answer: In such cases it is best to finish the application, after which putting the handle of valve in release position will insure release of all the brakes. When the application is only partly made or is a very light one, only some of the brakes throughout the train will have applied, and the time used in making the application may not be enough to permit the full excess pressure to be pumped up, which is necessary to insure prompt release of all the brakes. This is especially true when the application is cut short before air stops discharging

from the service discharge port, as the rush of air from rear to head-end of train to service discharge port in a measure counteracts the flow of air thrown into train-pipe from head-end for releasing, making the latter less effective for such purpose on that account, and brakes will often fail to release from this cause.

Question: I had a case where the brake-pipe pressure would go up to that of the main reservoir with light engine, and the brake would release on lap. When coupled to train there was no trouble with brake releasing and the gauge registered the pressures all right, 70 for brake pipe and 90 for main reservoir. What could cause this difference when coupled to train? A new brake valve was put on engine which would indicate that the trouble was in that valve, as the trouble was corrected. Where was the trouble?

H. R., Div. 10.

Answer: The trouble to which you refer was most likely due to a leaky rotary in the automatic brake valve, which allowed main reservoir pressure to get into the train-pipe. This caused the engine brake to release with valve on lap as, in that position, after a reduction on train-pipe pressure was made, the leaky rotary quickly restored it, causing the triple valve to act, though less promptly, as if valve handle had been placed in release position and engine brakes would release. When coupled to a train this action would not be likely to take place as the leakage in the brake system of the average train would prevent such an accumulation of air within it from leaky rotary that brakes once applied would be likely to be released.

Question: We get premiums on our road for economy in fuel. Some of the best runners fail to get the premiums. The coal is weighed, so there is a fair field for all. This has brought about the question as to whether an engine burns more coal making fast time than when run slower with the same tonnage.

I claim that in awarding premiums the matter of time made should be weighed in the balance, so that prompt and effi-

cient service would be encouraged. Am I right?

ENGINEER.

Answer: Whether premiums are given for fuel economy the management of the plan is invariably in the hands of the officers of the motive power department. That being so, the matter of making good time does not receive any consideration. The better time an engine makes with a train, the more coal she will burn, as the number of revolutions the driving-wheels make in each case is the same; but the cylinder pressure must be greater or the cut-off longer in the engine making the faster time. For that reason she will use more steam, water and coal, even though not so long on the road as the engine that is nursed along to make the coal record.

Railroad management has not as yet been so perfectly developed that efficiency and economy can be added together so as to cover cases such as you refer to. Your department is paying for what it gets. It is up to the other department to do likewise. If the train department would take the matter of awarding premiums out of the hands of the engine department and award prizes to those who burned the most coal they would come as near rewarding true merit as is done under the present system on some roads.

Question: Is there any locomotive with boiler check on top of boiler having no delivery tubes? Can an injector force water into a boiler above the water level? If so, what kind of boiler and injectors are used? C. L., Div. 522.

Answer: We know of no locomotive boiler having check on top of it. The check is always placed below the water line, and at the forward end of boiler. It is placed at forward end of boiler for the reason that the temperature is lowest at that end, corresponding more nearly to the temperature of the feed water. If the feed water were supplied nearer to the firebox the starting of injector would cause a sudden drop in temperature at point where water entered boiler, causing a sudden contraction there, which is something to be avoided.

The check valve is placed near the top of the water line as the water is clean-

est there, leaving the check more free from corrosion than if set lower. It is placed below the steam line because the temperature of the steam is greater than that of the water and the result would be of no advantage; rather the reverse. The check is not put below the water level to make the resistance to the force of the injector less. The resistance would not be any greater above the water line. The resistance to the injector is really as much greater below the water line as the static pressure, or resistance of the water itself, added to the steam pressure, would represent. The margin of power of injector over the resistance of boiler pressure is such as to enable the injector to discharge water into a boiler, the pressure of which is somewhat greater than that in the boiler supplying steam to the injector.

Question: We have one superheater engine. She is showing about 30 per cent in saving in water, but the saving in fuel does not correspond with it. In fact, she is burning as much coal as the engines using saturated steam. How can this be accounted for? J. S.

Answer: The adjustment of draft appliances must be suited to the use of superheated steam in order to make engine steam good. If she does not steam freely fire must be forced, or at least, will be forced, with the result that coal is wastefully used. That this can result without affecting the economical use of steam seems at first glance a little strange, but the economy of water is independent to that of the fuel so long as the steam pressure is held to the maximum. If the engine did not steam well enough so the highest pressure for which pipes were set could be uniformly maintained, then the consumption of steam and water would also be wasteful.

Question: We are getting some engines having superheaters. The boiler pressure has been reduced from 180 to 160 pounds, but an inch has been added to the cylinder diameter on some of the engines. Why not on all of them? W. D.

Answer: It is likely that some of the engines are to be used in passenger service and at 160 pounds will have starting power enough without increasing the

cylinder capacity. On freight engines the margin of starting power would not be great enough with the reduced pressure; for this reason the cylinder diameter must be increased.

Question: Will an inch increase in cylinder diameter make up for the difference in steam pressure when reduced from 180 to 160 pounds?

W. D.

Answer: That will depend on the size of cylinders used. If the change of pressure from 180 to 160 be made on an engine having 19-inch cylinders an increase of cylinder diameter to 20 inches will not make up the loss of pressure, leaving the starting power of engine somewhat in favor of the higher pressure and smaller cylinder. If the change in cylinder was made from a 21-inch to a 22-inch diameter the starting power of each is practically the same when pressure is reduced from 180 to 160 pounds.

Question: How long will it require to charge the auxiliary reservoir of an L-N equipment from zero to 70 pounds with the supplementary cut in; also, when cut out?

A STUDENT.

Answer: With the supplementary cut in about three minutes. With supplementary cut out, about 70 seconds. This with a 70-pound brakepipe.

Question: Carrying 70 pounds brake-pipe pressure, does New York equipment brake at 70 per cent in emergency application, and what pressure remains in the brake-pipe after an emergency application?

A STUDENT.

Answer: Yes, the brake power is the same in emergency as in a full service application, only that in an emergency application the brake-cylinder pressure is built up much quicker. No pressure will remain in the brake-pipe after an emergency application, as when the brake is applied in this manner the brake valve or conductor's valve is placed in emergency position and left there until the train stops. The amount of air escaping through the vent ports is sufficient to drop the brake-pipe pressure about 20 pounds.

Question: Please explain the cause for a blow at the retaining valve with the New York equipment when the triple valve is in relief position.

A STUDENT.

Answer: A leaky exhaust valve, leaky induction tube, leaky graduating valve with the older style of triple, leaky quick action valve, defective triple valve gasket, will cause a blow at the retaining valve when the triple is in release position.

Question. If air escapes out of the small vent ports of a New York triple valve, what is the cause?

A STUDENT.

Answer: Leaky vent valve or seat, leaky quick action valve, defective main cylinder gasket will cause a blow when the triple is in release position. Leaky brake cylinder check valve will cause a blow at these ports when the brake is set.

Question: Explain how outside and inside connected brakes are adjusted in regard to cars?

A STUDENT.

Answer: The adjustment of either inside or outside connected brakes may be made by changing the position of the truck dead lever in its guide. If proper adjustment cannot be made with the dead lever, the connecting rods may be lengthened or shortened as may be required.

Question: Are the feed grooves the same size in the K-1 and K-2 triple valves?

A STUDENT.

Answer: No, the feed groove in all triple valves are made proportional to the size of the auxiliary reservoir which they have to charge, and as the reservoir used with the K-2 triple is larger than that used with the K-1, it follows that the feed groove in the K-2 is larger than in the K-1 valve.

Question: Are the feed grooves proportionately the same in the L-1 as the L-3 valve?

A STUDENT.

Answer: Yes.

Westinghouse SF-4 Pump Governor.

BY T. F. LYONS.

Q. What is the duty of a pump governor?

A. To automatically regulate the main reservoir pressure by controlling the steam to the pump.

Q. Where is the governor located?

A. In the steam pipe leading to the pump.

Q. Name the different parts of the governor.

A. Referring to the numbered parts in Fig. 1:

5. Steam valve.
6. Governor piston.
9. Governor body spring.
12. Cylinder body.
14. Siamese fitting.
17. Cap nut for maximum pressure head.
18. Regulating nut for maximum pressure head.
19. Regulating spring for maximum pressure head.
20. Diaphragm plate for maximum pressure head.
21. Diaphragm ring.
22. Vent port "C."
25. Cap nut for excess pressure head.
26. Regulating nut for excess pressure head.
27. Regulating spring for excess pressure head.
28. Diaphragm plate for excess pressure head.
29. Strainer.
33. Pin valves.

Q. Name the different pipe connections to the governor?

A. Referring to the lettered parts in Fig. 1:

- FVP. From feed valve pipe.
 ABV. From automatic brake valve.
 MR. From main reservoir.
 B. From boiler.
 P. To pump.
 W. Waste pipe.

Q. How are the regulating portions of the governor designated?

A. The one having two pipe connections and light regulating spring is known as the excess pressure head, the other with the single pipe connection and heavy spring as the maximum pressure head.

EXCESS PRESSURE HEAD.

Q. When does the excess pressure head control the flow of steam to the pump?

A. When the automatic brake valve is in any one of the first three positions; namely, release, running, or holding position.

Q. With the automatic brake valve in

release, running or holding position, what pressure is in chamber *f* above the diaphragm? In chamber *d* below the diaphragm?

A. Air from the feed valve pipe enters at the connection marked FVP and flows to chamber *f* above the diaphragm; this pressure acts in conjunction with the regulating spring 27 in creating the total pressure on the upper side of the diaphragm. Air at main reservoir pressure flows through the automatic brake valve to the connection marked ABV to chamber *d* under the diaphragm.

Q. At what pressure is the regulating spring in the excess pressure head usually adjusted?

A. About 20 pounds.

Q. With this spring adjusted to 20 pounds, what will be the total pressure on the upper side of the diaphragm?

A. Twenty pounds, plus the pressure for which the feed valve is adjusted; that is, if the feed valve is adjusted to 70 pounds the total pressure will be 90 pounds; whereas if the feed valve be adjusted to 90 pounds, the total pressure will be 110 pounds; in other words, the total pressure on top of the diaphragm will always be 20 pounds in excess of the pressure for which the feed valve is adjusted. This is true up to the adjustment of the maximum pressure head.

Q. With the feed valve adjusted to 70 pounds, and the regulating spring to 20 pounds, what pressure will there be in the main reservoir when the governor stops the pump?

A. Ninety pounds.

Q. Explain the operation of the governor in controlling the pump when a pressure of 90 pounds is reached?

A. When the main reservoir pressure in chamber *d* slightly exceeds the pressure on top of the diaphragm, it will move the diaphragm upward, carrying the pin valve with it. The air in chamber *d* passes by the unseated pin valve, down through port *b* into chamber *b* on top of the governor piston, forcing it downward, thus shutting off the steam, stopping the pump.

Q. How long will the governor restrict the flow of steam to the pump?

A. Until the main reservoir pressure

falls below 90 pounds, when the combined spring and air pressure in chamber *j* above the diaphragm will force the diaphragm down, seating the pin valve. This shuts off the air supply from chamber *d*, and the air confined in chamber *b* by the pin valve closing will escape to the atmosphere through the vent port *c*. The pressure now being removed from above the governor piston, the spring 9, aided by the steam pressure under valve 5 will force the piston upward, unseating the steam valve, and allowing steam to pass through the governor to the pump.

Q. When the steam valve 5 is seated, is the steam entirely shut off from the pump?

A. No; a small port is drilled through the valve; its purpose is to maintain a circulation of steam in the supply pipe,

and keep the pump working slowly; thereby preventing condensation when the steam valve is seated.

MAXIMUM PRESSURE HEAD.

Q. With the automatic brake valve in release, running or holding position, does the maximum pressure head operate?

A. No; as during this time the main reservoir pressure is not sufficiently high to actuate its diaphragm.

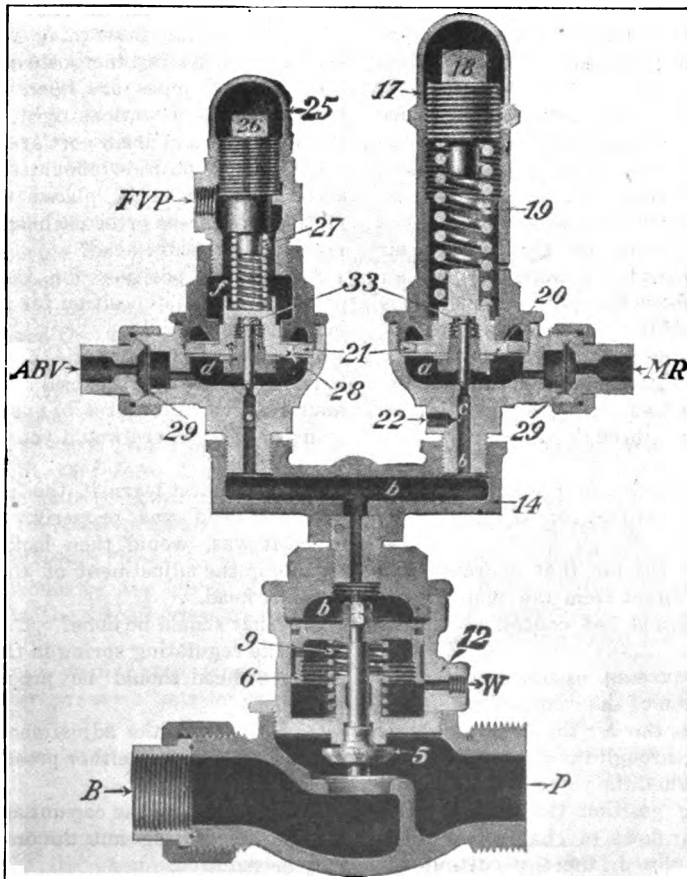
Q. Where does the air come from that operates the maximum pressure head?

A. From the main reservoir direct.

Q. When does the maximum pressure head control the pump?

A. When the automatic brake valve is in lap, service or holding position, also when the main reservoir cut-out cock is closed.

Q. How is the pressure created on top



THE SF-1 COMPRESSOR GOVERNOR.

of the diaphragm in the maximum pressure head?

A. By means of the adjusting spring only.

Q. What is the adjustment of this spring?

A. Spring 19 is adjusted to the maximum pressure which is desired in the main reservoir.

Q. Explain the operation of the governor when the main reservoir pressure exceeds the tension of the regulating spring.

A. The operation is much the same as with the excess pressure head; when the main reservoir pressure in chamber *a* exceeds the tension of the regulating spring 19, the diaphragm is forced up, unseating the pin valve, allowing air to flow from chamber *a* to chamber *b* on top of the governor piston, forcing it down, shutting off the steam, stopping the pump.

Q. How long will the governor remain in this position?

A. Until the main reservoir pressure in chamber *a*, under the diaphragm, becomes slightly less than the adjustment of the regulating spring 19, when the diaphragm will move down, seating the pin valve, shutting off the flow of air from chamber *a* to chamber *b*. The air entrapped above the governor piston by the seating of the pin valve will escape to the atmosphere through port *c*; this will allow the governor piston to rise, unseating the steam valve, again allowing steam to pass through the governor to the pump.

Q. Is the maximum pressure head cut out in any position of the automatic brake valve?

A. No; as the air that operates this head comes direct from the main reservoir, therefore is not controlled by the brake valve.

Q. Is the excess pressure head cut out in any position of the brake valve?

A. Yes; as the air that operates this head comes through the automatic brake valve, and when the valve is moved beyond holding position the port through which the air flows to chamber *d* of the governor is closed, thereby cutting out this head, leaving the pump under the control of the high-pressure head.

Q. What is the object of the duplex or double top governor?

A. By the use of the duplex governor the main reservoir pressure may be controlled at two different predetermined pressures; as when running along—brake valve in running position—the excess or low pressure head controls the pump, at the low pressure—usually 90 pounds—this being sufficient to keep the brakes fully charged; whereas in lap position—as following a brake application—the maximum or high pressure head controls the pump at the maximum pressure used—generally 130 pounds—this for a prompt release and quick recharge of the brakes; from this it will be seen that the pump has to work against the high pressure only during the time the brake is applied.

PUMP GOVERNOR TESTS.

Q. What is the first thing to be observed when testing the governor?

A. That all pipes are open and free from dirt, all connections tight, and that the vent port and drain port are open.

Q. In what position should the automatic brake valve be placed when adjusting the excess pressure head and the maximum pressure head?

A. Running position for the excess pressure head; lap position for the maximum pressure head.

Q. If with the automatic brake valve in running position the brake pipe and main reservoir pressures do not stand 20 pounds apart, where would you look for the trouble?

A. Would first learn if the maximum pressure head was properly adjusted, and if it was, would then look for the trouble in the adjustment of the excess pressure head.

Q. What should be done?

A. The regulating spring in the excess pressure head should be properly adjusted.

Q. How should the adjustment of the regulating spring in either pressure head be made?

A. By removing the cap nut and screwing the regulating nut up or down as may be required.

Q. What would be the effect if one or both pin valves leaked?

A. Would cause a delay in the opening of the steam valve after the pin valve had seated; and if the air leaked by faster than it could escape through relief port *c*, pressure will accumulate in chamber *b* and force the governor piston downward, so as to wholly or partly close the steam valve.

Q. How can you tell if the pin valve leaks?

A. If the pin valve leaks it will be indicated by a constant blow of air at the relief port *c*.

Q. What would be the effect of vent port *c* stopped up?

A. The duty of vent port *c* is to allow the air to escape from chamber *b* when the pin valve closes so that the pump will start promptly. If port *c* is stopped up, the air will have to leak past the packing ring of the governor piston, and out the drip pipe; how quickly it will do this depends on the fit of the packing ring; if the fit is at all close, the steam valve 5 may not open until some time after the pin valve closes.

Q. What does steam blowing at the drip pipe indicate?

A. A worn steam valve stem or bush.

Q. What would be the effect of a frozen or stopped up drain pipe?

A. If the drain pipe is frozen or stopped up, and the stem of the steam valve leaking, steam will feed up into the chamber under the governor piston and prevent the piston being forced downward to close the steam valve; the pump will therefore continue to work until the main reservoir pressure is about equal to boiler pressure.

BROKEN PIPES.

Q. What would be the effect if the upper pipe to the excess pressure head broke off?

A. The pump would stop when the main reservoir pressure was in excess of 40 pounds.

Q. If this pipe breaks what should be done?

A. Plug the pipe toward the feed valve pipe and put a blind gasket in the pipe leading to the chamber below the diaphragm of the excess pressure head.

Q. What should be done if the pipe leading to the chamber below the diaphragm breaks?

A. Plug the pipe toward the brake valve and proceed.

Q. With one or both of the pipes leading to the excess pressure head broken, what would control the pump?

A. The maximum pressure head.

Q. What should be done if the pipe leading to the maximum pressure head breaks?

A. Plug the pipe toward the main reservoir and proceed.

Q. With this pipe broken what would control the pump?

A. The excess pressure head would control the pump in release, running or holding position; but would have no control in lap, service or emergency position, or when the main reservoir cut-out cock was closed, therefore the action of the pump would have to be governed by throttling the steam valve.

WESTINGHOUSE 9½-INCH PUMP.

Q. What is the duty of the air pump?

A. To furnish the compressed air used in the operation of the brake, and all other air-operated appliances on both locomotives and cars.

Q. Why is this called the 9½-inch pump?

A. Because both steam and air cylinders are 9½ inches in diameter.

Q. What is the length of stroke?

A. Ten inches.

Q. Name the different parts found in the top head.

A. Reversing valve and rod, main valve and differential piston.

Q. What are the duties of these parts?

A. These parts, with the reversing plate, which is attached to the top of the main piston, form the valve gear of the pump.

Q. What are the ports marked *b*, *c*, *d*?

A. Ports *b* and *c* are the main steam ports; port *d* the exhaust port. Port *c* leads to the top end of the cylinder, port *b* to the lower end; while port *d* leads to the exhaust.

Q. What are the ports *f*, *g* and *h* found in the reversing valve chamber?

A. Port *g* is the steam port through

which steam is admitted to the chamber at the right of the large end of the differential piston when the reversing valve is in its upper position; ports *f* and *h* when connected by the cavity in the reversing valve (see Fig. 2) form the exhaust port from this chamber to the atmosphere.

Q. What pressure is found in the chamber at the left of the small end of the differential piston?

A. None; this chamber is open to the exhaust at all times.

Q. Explain the operation of the steam end of the pump.

A. When steam is turned on at the boiler it flows through the steam pipe and governor, entering the pump at the steam inlet, then through the steam passage at the back of the pump to the reversing valve chamber, also to the main valve chamber between the two pistons; this chamber may be thought of as the steam chest of the pump. The area of the piston at the right being so

much greater than the one at the left, the main valve is moved to the right, admitting steam to the port leading to the lower end of the cylinder; steam is now free to flow under the piston, forcing it upward.

Q. When the piston has almost completed its up stroke, what takes place?

A. When the piston has almost completed its up stroke the reversing plate on top of the main piston engages a shoulder on the reversing rod, moving the rod and reversing valve upward. The upward movement of the reversing valve closes ports *f* and *h* and opens port *g*; thus permitting steam to enter the chamber at the right of the large piston, which balances the pressure on this piston, and the pressure acting on the right side of the small piston—the left side being open to the atmosphere—will force the main valve to the left.

Q. When the main valve moves to the left what takes place?

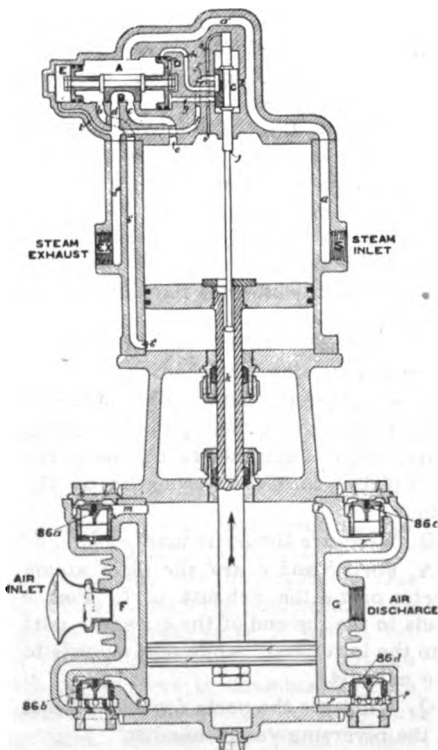
A. Steam is admitted to the port leading to the upper end of the cylinder on top of the piston, forcing it down; at the same time the lower end of the cylinder is connected through exhaust cavity B of the main valve to the exhaust port, allowing the steam below the piston to escape to the exhaust.

Q. When the piston has about completed its downward stroke, what takes place?

A. The reversing plate strikes the button on the reversing rod, pulling the rod and reversing valve down. This movement of the reversing valve closes port *g* and the cavity in the reversing valve connects ports *f* and *h*, which allows the steam in the chamber at the right of the large piston to escape to the exhaust, thus allowing the main valve to move to the right, exhausting the steam from the top end of the cylinder, and at the same time admitting it to the lower end, again causing an upward stroke of the piston.

Q. How should an air pump be started?

A. The pump should be started slow, with the drain cocks open to allow the water of condensation to escape; and as no provision is made in the steam end to cushion the piston at the end of its



DIAGONAL VIEW, UP STROKE.

stroke, it should be allowed to work slowly until a pressure of 30 or 40 pounds is accumulated in the main reservoir; the piston having to work against this pressure, will be cushioned at the end of each stroke. After the pump is warm, the drain cocks should be closed and the throttle opened sufficient to run the pump at the proper speed. The lubricator should be started and allowed to feed freely until 8 or 10 drops have passed to the pump; the feed should then be reduced to an amount sufficient for proper lubrication.

Q. At what speed should the pump be run to obtain the best results?

A. Fifty to 60 cycles per minute.

AIR END OF PUMP.

Q. How many valves are there in the air end of the pump?

A. Four: two receiving, and two discharging valves.

Q. What are the duty of the receiving valves?

A. The receiving valves admit the air to the pump from, and prevents its return to the atmosphere.

Q. What are the duties of the discharge valves?

A. The discharge valves allow the air to pass from the pump to the main reservoir, and prevents its return.

Q. Explain the operation of the air end of the pump?

A. When the air piston moves up, a partial vacuum is formed below it, and air from the atmosphere enters past the lower receiving valve, filling this end of the cylinder with air at atmospheric pressure. In the meantime the air above the piston, being compressed, will hold the upper receiving valve to its seat, and when the pressure is slightly greater than that in the main reservoir the upper discharge valve will be forced from its seat, allowing the air to flow to the main reservoir. On the down stroke the action is similar, air is taken in through the upper receiving valve, while the air below the piston is being compressed and forced through the lower discharge valve, to the main reservoir.

Q. What should be the lift of the air valves?

A. All valves should have a lift of 3-32 of an inch.

Q. If the air valves have too much lift, what will be the result?

A. Will cause the pump to pound.

Q. What would be the effect if the upper receiving valve broke or stuck open?

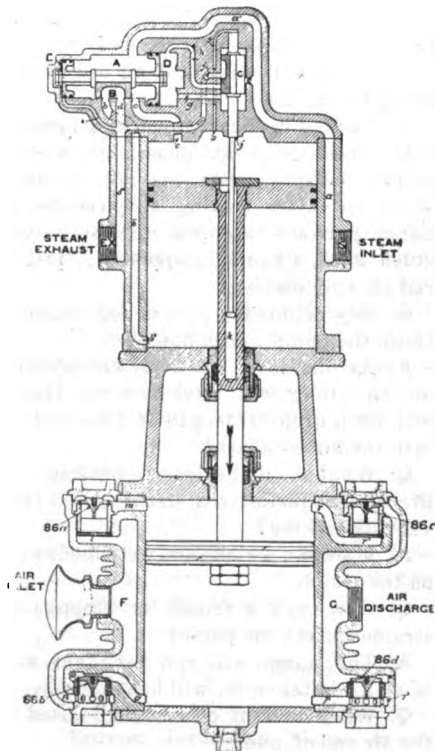
A. Air would be drawn in on the down stroke, and blow back to the atmosphere on the up stroke; therefore there will be no air compressed on the up stroke, thus it will be seen that the piston will make a quick stroke towards the defective valve.

Q. What would be the effect if the lower receiving valve broke or stuck open?

A. The same as the upper receiving valve, but the opposite stroke of the piston would be affected.

Q. How can a defective receiving valve be located?

A. By placing the hand over the strainer and watching the stroke of the piston,



DIAGRAMATIC VIEW, DOWN STROKE.

air will blow out the strainer as the piston moves toward the defective valve.

Q. What would be the effect if the upper discharge valve broke or stuck open?

A. This would allow main reservoir air to flow back on top of the air piston, causing a quick down stroke, as the main reservoir pressure would assist the steam pressure in the movement of the piston; the up stroke, however, would be slow, as the piston would have to work against main reservoir pressure from the beginning of the stroke. No air would be taken in to the pump on the down stroke.

Q. What would be the effect if the lower discharge valve broke or stuck open?

A. The same as the upper discharge valve, only the opposite stroke of the piston would be affected.

Q. How can a defective discharge valve be located?

A. With pressure in the main reservoir, and the pump at rest, open the oil cup on top of the air cylinder, and if there be a constant flow of air from the cup, the upper discharge valve is at fault, if not, it is the lower discharge valve.

Q. What will cause the air end of the pump to run hot?

A. Lack of lubrication working against high pressure, continuous high speed, piston packing rings leaking, cylinder worn, air valves leaking, air passages in pump partially stopped up, air valves stuck shut, strainer stopped up, piston rod packing leaking.

Q. How will leaky piston rod packing cause the pump to run hot?

A. As this is a waste of compressed air, the pump will have to work faster and for a greater length of time to furnish the air required.

Q. What should be done to prolong the life of the piston rod packing and prevent its leaking?

A. Maintain a clean and well oiled swab on the piston.

Q. How will a frozen or stopped up strainer affect the pump?

A. The pump will run very fast, and as no air is taken in, will heat quickly.

Q. What kind of oil should be used in the air end of pump?

A. Valve oil.

Q. What kind of oil should be used on the swab?

A. Valve oil.

Q. What other form of lubricant may be used on the piston rod?

A. Hard grease, especially where metallic packing is used. Where packing is leaking, the steam or air, or both, will blow the valve oil off the swab as fast as it is applied; whereas a piece of hard grease wrapped up in an old flag and tied around the piston will insure the rod being lubricated.

Q. How often should the air end of a pump be oiled?

A. No fixed rule can be given, as so much depends on the condition of the pump, as well as the amount of work required; but in any case it should be used sparingly.

Q. What should be done if the pump runs hot while on the road?

A. Slow down the speed of the pump and oil the air cylinder and swab with valve oil; next see what can be done toward stopping the brake-pipe leakage, which, no doubt, is responsible for the pump heating.

Q. Should oil be introduced through the strainer?

A. No; as oiling in this manner has a tendency to gum up the air passages and air valves.

Q. What are the common causes for a pump stopping?

A. Lack of lubrication, bent or broken reversing rod, loose or worn reversing plate, nuts on air end of piston coming off, defective pump governor.

Q. If the pump stops how can you tell if the pump governor is responsible for the trouble?

A. By opening the drain cock in the steam passage between the governor and the pump; if steam flows freely the trouble is in the pump; if not, it is in the governor.

Q. How may a pump often be started when it stops?

A. By closing the steam throttle for a few seconds and then opening it quickly; if this does not start it, try tapping the main valve chamber; this will usually overcome the trouble where the pump stops on account of lack of lubrication.

Q. What will cause a pump to short-stroke or dance?

A. Too much oil in the steam end, bent reversing rod, or low steam pressure, as when the governor has almost shut off the steam.

Some Stories of the Rail.

BY JASON KELLEY.

We had been having a tough trip with a decidedly poor steamer. It was go a few miles and then "blow up." The fireman, a son of the Emerald Isle, by the way, in addition to being about all in, was thoroughly disgusted with the old mogul. We had stopped to "blow up" near a station. The blower was a good one and a loud one. Pat had it wide open for a long time, but she finally popped. He still left the blower full on as if in revenge for the troubles her frequent chills had caused him during the long trip. The master mechanic happened to be in the station close by watching and listening to the whole proceeding. When the mogul finally stopped popping the "old man" walked over to the engine and said:

"Pat, the first thing you know that engine will blow up with you."

"Pon me word, Mr. Johns," said Pat, "I hope by cripes she do."

On this same trip when we had stopped to blow up for the last time, about four miles from the terminal, with a very dirty fire and an empty boiler, it took a long time to get in shape to go. I sat silently, disgustedly, saying nothing. My opinions had all been loudly and forcibly expressed during the first 20 times we had gone through the blowing-up process. We were now near home and thinking more of ham and eggs than defective engines. Pat was just as mute, but plugging away with scoop, hook and shaker bar. She finally popped, and with the blower still full on and the pops howling like mad, Pat, with a look as full of gratitude as was possible to express in a face covered with the sweat and grime of a 20-hour trip, yelled out in a voice that could be heard above all the din:

"The man that invinted the blower had a great head."

We had stopped rather suddenly. The well-trained brakeman stuck his head in the door and announced:

"This is not a station stop."

For the first ten minutes no one spoke. The intense silence was broken by a woman just ahead of me, who addressing another woman across the aisle, said:

"Must be something the matter with the engine."

Woman No. 2 admitted it might be so, but said that the engineer, Mr. J—, was one of the most careful men on the road and she had been on his train many a time and never had any delay that could be charged to him or his engine.

"Then you are acquainted with the engineer," said No. 1.

"Oh my, yes," came the answer. "He is a neighbor of ours, and also a member of our church. He isn't like some of the railroad men. He is more refined than they usually are. In fact, he's an exception. You wouldn't take him for a railroader at all."

Just then a fellow who had gone ahead to investigate the cause of our delay, and was returning to make report to his friends, entered the coach with a broad grin.

"Well, George," said a voice from the rear of the car, "what did you find out?"

"I have always been of the opinion," said George, "that sea captains could swear some, but since listening to that engineer I have found out that they are but amateurs compared to the railroaders. Our engineer is trying to fix up something with a dull chisel, and while he is working away like a nailer he is swearing at every blow. In fact, he seems to swear by note."

The conversation between the aforementioned ladies terminated abruptly with this report, nor was it resumed again during the hour's delay or the remainder of the journey.

Engine Failures.

PORTSMOUTH, O., April 28, 1913.

EDITOR JOURNAL: Please grant me space for a few remarks through the

columns of our JOURNAL regarding the subject of engine failures. Under our present working regulations on the road on which I am working we are required to give failure of our engine when train is delayed 10 minutes or more on account of engine.

Now, in the beginning I wish to state that I certainly do not mean to criticise our officials or their regulations governing engine failures or other working conditions; but I do think we ought to be given just a little bit more of a show regarding engine failures.

In the first place it does not cost the company any more to have train delayed 20 minutes packing a hot engine truck than it does to have train delayed 20 minutes packing a hot box on the train; but the delay on engine truck means an engine failure and the delay on hot box in train simply means a hot box.

Now, we will most all agree that in the event it is necessary to stop train for any defect of the engine, 10 minutes is a very short time in which to get the defect repaired, which we must do in order to save failure.

Most every man, if not all who ever ran an engine, has experienced low steam at some time or other and I believe that a good many of us have experienced not any too much water together with the low steam. Well, then, if we have, we know that 10 minutes is a very short time in which to regain boiler full of water and maximum steam pressure, which we must do to save failure.

It was unnecessary to even mention these two instances where a little time is required to put us in working condition again, but I simply tried to make an illustration. Now, my idea is this—that just as long as we can take our engine into terminal without giving up our train we ought not to be required to give failure, and let conductor keep delays and put them on whatever has caused the delay, engine or train; if on engine, engineman stating on work report also.

Now, Brothers, none of us like to receive a letter from our master mechanic or road foreman calling our attention to

the fact that "we had two or more failures last month," or to be criticised when we feel we have put the best effort forth to get engine and train over the road; and I believe you will agree with me that at least some of us (yes, too many) will take chances on water and steam, trying to make next stop before stopping, and, therefore, save probably an engine failure.

One instance I wish to relate happened on our division where a Brother was dismissed for damaging crown-sheet and the engine had been steaming bad for some time, and on the trip in question he was coming west just ahead of a first-class passenger train. Engine failing in steam and a heavy tonnage train, he was trying to reach the station ahead to take siding without stopping on main line to blow up in front of this passenger train. He ran water low in boiler. Right injector began failing to supply boiler. He went to left side; tried to get left injector on, which he was unable to do and while working with left injector crown-sheet came down and close to the point he was trying to make for the first-class train.

Now, you will say he ought to have stopped. Well, probably he should; but it would have meant considerable delay to the passenger train, a failure of his engine and possibly discipline or, at least, criticism.

Now, I know that it is almost impossible for the company to start us out always on an engine in first-class condition. So, then, isn't it fair to ask the management to give us time to get the bad engines over the road and also ask them to tell our road foreman and master mechanic to let us tie the road up if necessary with the bad engines, and just what they have been credited with saying when appealing to them to reinstate some of our Brothers who lost their positions trying to avoid engine failures on engines not in first-class condition.

I would be very glad to hear from some of our Brothers on other roads regarding this matter if you deem it worthy of consideration.

Fraternally yours,
MEMBER DIV. 511.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

The following question was asked of the American Railway Association:

"Question: I wish to draw your attention to the following portion of our rules. Rule 20. All sections, except the last, will display two green flags, and in addition, two green lights by night, in the places provided for that purpose on the front of the engine. Part of Rule 31 reads, signal 14(k) must be sounded by a train displaying green signals for a following section, to call attention of extra trains or trains of the same or inferior class or inferior right to signals displayed, and must hear the answer 14(o), or stop and notify them of green signals displayed.

We had a case recently in which a regular passenger train was running in two sections. An extra freight which was at a non-telegraph station proceeded after the first section had passed, the crew claiming that they did not observe any green signals on the passenger train nor did they hear whistle signal 14(k). The engineer of the passenger train claims that he did give signal 14(k) and that his fireman told him that he noticed steam escaping from the whistle of the engine in the siding as though they were answering the signal, but neither the engineer or the fireman heard the whistle.

In the event of signals being obscured or going out we are depending entirely upon the engineer giving signal 14(k) and getting the answer or stopping and notifying the train on the siding that signals are displayed. To overcome this I would be glad to have your suggestion as to the advisability of displaying signals on all regular trains and then when there are two or more on one schedule the last section only to display signals.

Answer: The committee considers Standard Code Rules 20 and 14 amply sufficient for the safe movement of

trains when run in sections, and that success with Rule 20, as with other rules of the Code, depends upon its being obeyed. It does not feel warranted in expressing an opinion concerning a practice which has not met with the formal sanction of the American Railway Association, and would further suggest that the practice which it is proposed to substitute for the Standard Rule is not supported by sufficient trial or experience to justify the committee in recommending its use or adoption."

JACKSON, KY., May 1, 1913.

EDITOR TRAIN RULES DEPARTMENT:
From A to C is double track, and from C to E is single track. The following order was given: "Engine 128 run extra E to A." Order No. 2 was given to extra 128 at B reading as follows: "Extra 128 north meet No. 71 at double track junction C." When extra 128 arrived at double track junction C it received a third order reading: "Extra 128 north will use southbound track C to B with right over all trains." Can extra 128 proceed or must Order No. 2 be annulled?
Drv. 829.

Answer: Under the three orders given extra 128 has no right to leave C until No. 71 arrives at C. The fact that it is given right of track over all trains from C to B does not fulfill, supersede or annul the meet order with No. 71 and the meet order must therefore remain in effect. It is improper to give a meet order unless the trains named are actually to meet. If it was not expected that No. 71 would meet extra 128 at C then a right of track order should have been used instead of the meet order. If No. 71 has not arrived at C when extra 128 is ready to leave that point, Order No. 2 must be annulled or the extra must remain at C until No. 71 does arrive.

PARSONS, KANS., April 27, 1913.

EDITOR TRAIN RULES DEPARTMENT:
There is considerable discussion in regard to the following order: "Engine 76 work extra 6 a. m. until 6 p. m. between A and G meet extra 84 west at D." At 6 p. m work extra 76 has not arrived at D. The work extra's limit expires at

6 p. m. Can extra 84 west proceed after 6 p. m.? Div. 179.

Answer: At 6 p. m. the order held by the work extra expired by time limit and it had no authority to proceed to D after that time; but form A, for fixing a meeting point for opposing trains, states definitely that trains receiving meet orders will run with respect to each other to the designated point, and there meet in the manner provided by rule. As long as the explanation remains as it is and if there is no rule to modify the explanation to a meet order it is the duty of extra 84 to remain at D until the work extra arrives, or until the order is annulled. If it was the intention of the train dispatcher that extra 84 should move after 6 p. m. in case the work extra had not arrived at that time, then another form of order should have been used.

SPRINGFIELD, O., May 2, 1913.

EDITOR TRAIN RULES DEPARTMENT:

In a former issue the question was asked as to which train should take siding in the following case. No. 2 take siding and meet No. 1 at A. This was order No. 12. Later order No. 15 was given reading, "No. 2 meet No. 1 at B instead of A." It seems to me that the first order meant that No. 2 should take siding at A. When order No. 15 was given there was no mention as to which train should take siding and it seems to me that the inferior train should take the siding at B. Please advise me further. Div. 208.

Answer: It is an old and true saying that the strength of a chain is only that of its weakest link. It proves equally true in train rules. In this case you have assumed that No. 2 was directed to take siding at A, and if that was a fact then your position would be sound; but No. 2 was not directed to take siding at A, it was simply directed to take siding. A was mentioned but it was in connection with the meeting of No. 1. It is true that the take siding applied at A just so long as the order to meet at A remained in effect, not because it was A, but because it was the meeting point. That is to say, the take siding applied at the meet-

ing point as between the trains and not at a certain station. After order No. 15 was issued the take siding applied at B because the trains were to meet there, and further, because the provision directing No. 2 to take siding for No. 1, which was given in order No. 12, had not been superseded or annulled.

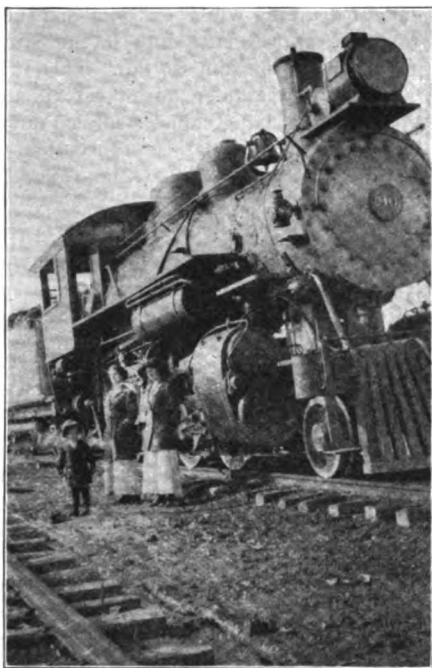
To more fully understand the case let us recall the fact that time-tables are frequently constructed with foot-notes which may, for example, direct No. 2 to take siding for No. 1. Such a foot-note is not uncommon and it applies at the meeting point in each and every case unless that is superseded or annulled. The very nature of the provision makes it necessary to apply as between the trains unless it is specially limited by the foot-note to apply at A. This is because the provision relates to the attitude of the trains with respect to each other at the meeting point. It is not uncommon for a train order to be given directing No. 2 to meet No. 1 at A and later when it is found that the superior train can take siding to advantage, a subsequent order is issued directing No. 2 to take siding for No. 1. But whenever an order or a foot-note states that No. 2 will take siding at A for No. 1 then such provision can apply only at A; but when no restriction is made the take siding must apply as between the trains.

INDIANAPOLIS, IND., May 4, 1913.

EDITOR TRAIN RULES DEPARTMENT:

"Engine 45 run extra A to D and let No. 4 pass at C." B is a blind siding and No. 4, which is a first-class train, overtook extra 45 at B. Where will extra 45 have to let No. 4 pass? Div. 128.

Answer: The order which is quoted is improper to give to an extra train if it is intended that the extra shall have right to run ahead. The order does not give the extra any right to occupy the main track on the time of No. 4, and as a result extra 45 must get clear for No. 4 when it is due the same as if it held no orders at all with respect to No. 4. The only difference the order makes is that extra 45 would be required to let No. 4 pass at C even though it had time to make the next station in advance.



ENGINE NO. 90, LOUISIANA RAILWAY & NAVIGATION CO.

New Power on the L. R. & N. Co.

NEW ORLEANS, La., March 28, 1913.

EDITOR JOURNAL: Inclosed please find picture of engine No. 90 which was recently purchased by the L. R. & N. Co. for the Eastern division running out of New Orleans on through freight service to Angola, La., a 130-mile division. Engine 90 is one of the five bought and is the regular engine of Bro. C. D. Williams, of Div. 426. Engine has 20 by 26-inch cylinders, piston valves, Walschaert gear, superheater, consolidated Baldwin. La. Ry. & Nav. Co. runs south from Shreveport, La., to New Orleans, La., is 315 miles, two divisions, and eight-mile transfer by boat up Red River from Angola to Naples, La. This makes an interesting and beautiful sight for tourists. L. R. & N. was built and is owned by Mr. Wm. Edenborn. Fraternally,
C. D. WILLIAMS, Div. 426.

Soo Employees Buy Stock.

A movement was launched at Fond du Lac, Wis., May 1, for the organization of a co-operative association among Soo line

employees who have been in the service six months or longer. Under the plan employees will be privileged to set apart a certain sum from their monthly earnings, which is to be invested in Soo line securities, each holder of one share, par value \$1, in the proposed association to have one vote in its management.

As the Soo line payroll amounts to \$9,000,000 annually, it is estimated that a saving of 5 percent of the wages by employees in this way will amount to an annual investment fund of nearly \$500,000. The plan has the twofold purpose of encouraging thrift and increased interest in the road on the part of employees.

Family Serves P. R. R. 158 Years.

The retirement on a pension of W. H. Saltzman, of Harrisburg, Pa., from the service of the Pennsylvania railroad at the age of 70 after 38 years' service, has served to call attention to the fact that Mr. Saltzman, his three brothers and two sons have collectively been in the employ of that line for 158 years. This, it is claimed, establishes the highest record for any one family.

Railway Wages in Germany.

W. J. Cunningham, assistant professor of transportation at Harvard University, says in the *Railway Age Gazette's* current issue that in 1910 the average yearly wages of the Prussian railway forces, including all officials as well as workmen, was only \$380 per employee.—*Railroad Record*.

Electrification.

President L. E. Johnson, of the Norfolk & Western, is authority for the statement that the road is arranging to electrify its line from Eckman to Bluefield, Va., which is 27 miles through a mountainous district. Negotiations are in progress with the Appalachian Power Company to supply power. The electrification of this part of the road is in line with modern railroad practice, which uses electric power for obtaining heavy loads over stiff grades. The Appalachian Company has its distributing systems near the N. & W. right of way.

Railroad Gleanings

Frisco Inaugurates Pension System.

The new pension system for the benefit of long-service employees of the Frisco railway system was inaugurated May 1. Announcement was made at Springfield, Mo., of the appointment of W. D. Bassett, chief clerk to General Manager Tyler there, to be superintendent of the pension bureau. His headquarters will be in St. Louis.

Negroes Replace Jap Sectionmen.

It is reported that the Japanese and other alien laborers on the Union Pacific in the vicinity of Laramie, Wyo., would be replaced with negroes, a large number having been sent there and distributed over the different sections on the sixth district. The negroes are said to be better workmen than the Japs and will spend their money at home, the aliens monthly sending large amounts to their countries.

Equipment.

Grand Trunk has placed orders for the following equipment: 50 Mikado engines, Montreal Locomotive Works; 25 Mikado engines, Baldwin Co.; 2,000 box cars, Canadian Car & Foundry Co.; 2,000 box cars, Eastern Car Co.; 2,000 box cars, Western Steel Car & Foundry Co.; 1,000 drop bottom cars, Western Steel Car & Foundry Co.

Jail for Drunken Trainmen.

The Kansas railroads are preparing to ask the coming Legislature to enact a law making the drinking of liquor by trainmen punishable by a heavy fine and a jail sentence.

All the railroads have rulings that their trainmen, engineers, firemen, conductors, brakemen, flagmen, porters and train dispatchers, as well as switching men, must not drink while on duty.

Now the railroads are going to ask the State to help them stop the practice entirely and also enable them to keep some of the most efficient employees.

The roads would suspend a trainman

caught drinking while on duty and then would also prosecute him in the State court and send him to jail. Then it is believed the trainmen might reform and actually quit using liquor while on duty, more to avoid the jail sentence than to avoid discharge.—*Chicago Inter-Ocean*.

"Full Crew" Law in New Jersey.

The so-called full-crew bill, which was opposed so bitterly by the railroads, went into effect throughout the State of New Jersey on May 1. The law provides that crews on freight trains of fewer than thirty cars shall consist of five men, and of more than thirty cars of six men. On passenger trains of not more than three cars the crew must consist of five men, and on four or more cars of six men.

All the railroads affected, which includes the Pennsylvania, the Erie, the Delaware, Lackawanna & Western, the Lehigh Valley, the Central Railroad of New Jersey, and the Baltimore & Ohio—although they placed full crews on their trains, are planning to join in concerted action to test the constitutionality of the law, possibly by inviting prosecution under the penalty imposing \$100 fine for its violation.

A test of the law in Pennsylvania has now reached the Supreme Court in that State, and it is understood that the New York law, which goes into effect on September 1, will be similarly tested.

The law purported to insure the safety of the traveling public, but the railroads maintain that there are no duties for the extra men to perform.—*The Railroad Record*.

What Causes Accidents.

Extremely interesting accident statistics have been compiled by the Chamber of Commerce of Rochester, N. Y., with results which may surprise many people. The classification is of 100,000 accidents on which several casualty insurance companies have paid out \$7,455,568. Heading the list, as might be expected, are the travel accidents, with a total of 29,726, of which 24,936 were railroad; 4,356 street car, and 434 steamboat and steamship accidents. But the type of accident to come second—that of falls—is

distinctly surprising, the total being 18,367, or more than 18 per cent. Of these, 8,222 were falls on the pavement, and 1,946 falls from chairs and ladders. Accidents having to do with carriages, wagons and horses come third, with a total of 8,135, while the number of automobile accidents among this particular 100,000, was only 1,620, or about $1\frac{1}{2}$ per cent.

It is likewise interesting to note that 209 of the accidents were caused by tripping over door mats and rugs, that there were 4,217 cases of fingers crushed in various ways, 2,969 burns and scalds, 2,877 athletic accidents, 681 bathing or drowning accidents; but only 579 gunshot wounds.—*From Popular Mechanics.*

Proposed Legislation in Pennsylvania.

A bill has been introduced in the Pennsylvania Legislature prohibiting the employment of conductors and engineers who have not had eighteen months' previous experience, and in the case of the firemen and brakemen, who have not had three months' experience immediately previous to their employment.

Full text of the bill will be found under Federal and State Regulation in another column.

In regard to this bill the Pennsylvania railroad has issued the following, "for the information of the public":

There has just been reported out by the railroad committee of the Pennsylvania State Assembly a bill which railroad managers feel is seriously detrimental to public interests, and concerning which the public should be fully advised.

The bill provides that no person may be employed as conductor, brakeman, or engineer or fireman upon any railroad in the state of Pennsylvania unless he has been similarly employed for eighteen months and on the same railroad for three months previously to his appointment.

This bill, while it is called a safety measure, is really intended to make impossible the operation of a railroad in case of a strike affecting higher grades of employees.

At the present time, on the Pennsyl-

vania Lines east of Pittsburgh, the average service of a fireman before promotion to engineman is 6 to 8 years; trainman before promotion to flagman is 2 to 3 years; freight flagman before promotion to freight conductor is 6 to 7 years; passenger brakeman before promotion to passenger conductor is 15 years, or more; these men usually passing through the grade of baggageman.

The provision in the bill that the last three months' service immediately preceding promotion shall be on the railroad on which he is to be appointed, is clearly intended to prevent the employment of men in case of emergency, notwithstanding the fact that they may be fully competent to perform the duties required of them.

Any man of average intelligence can successfully fill the duties of a flagman within a few days' time. Long experience as a conductor is not necessary from the standpoint of safety. The only duties of a conductor requiring experience are of an accounting or clerical nature. So far as enginemen are concerned, no railroad company would dare place a man in this position unless he was qualified for the service required of him.

It will therefore be seen that the average service of the classes of employees covered by this bill is already amply sufficient to secure the safety of travelers and employees under all normal circumstances.

This bill represents a startling attempt by labor organizations to interfere with fundamentals of industrial liberty in this State. Such a measure would put the railroads and the people absolutely at the mercy of labor leaders, responsible to no one but their own organizations.—*Railway Record.*

Increase Freight Rates.

Representatives of the Baltimore & Ohio Railroad Company, the Erie Railroad Company, the New York Central Lines and the Pennsylvania Railroad system, held a conference with the Interstate Commerce Commission on May 14, at which the Commission was

petitioned to reopen docket No. 3400, the advance rate case decided in February, 1911.

The Commission at that time stated that if conditions changed "there might be ground for asking a further consideration of this subject." The carriers in their petition now say they "believe that the time has now arrived when the results of the operations of the carriers, subsequent to the former consideration of this case, should be laid before the Commission."

The carriers propose to make a 5 per cent increase in all class and commodity freight rates, submitting that "if an increase in freight rates is permitted the method of making it which would work the least disturbance of existing relations between classes of traffic and between communities would be that of the same percentage increase in all freight rates, subject to such modifications as may be required to preserve necessary differential relations."

The Commission is asked to hear the case and to render its decision without subjecting the railroads to the large expense and delay involved in the preparation of new tariffs.

Increases in wages, taxes, capital charges and additional legislative burdens, such as extra crew laws, grade crossing bills, employers' liability and compensation acts, and other new expenses, are given as some of the items that have steadily increased the cost of running a railroad, and make higher rates necessary.

The roads contend that many millions of dollars should be spent for improved and additional facilities, such as enlarged yards and terminals, additional tracks, block signals, new shops, stations and new equipment, which "are demanded by existing and future transportation conditions" and must be provided if the needs of the public are to be satisfied.

The roads state that many of these improvements must be paid for out of new capital, which at this time can only be obtained on prohibitive terms, and that it is only through an increase in freight rates that they can provide that margin of surplus which will afford them the

credit necessary to procure at reasonable interest charges the additional capital required.—*P. R. Information Bureau.*

We believe the railroads are justified in asking for this increase, stocks and bonds have depreciated very materially in values. The demands of the public for improvements, and increase in taxes is making the operating officials scrimp in every way, the equipment suffers in consequence, and it has created a vigorous crusade to prevent accidents, and they have put out rules that, while they apply to a few, are made to show that the officials are doing everything in their power to counteract public opinion against them and some of these rules are disagreeable to many, all in the interest of economy, and we assume that every employee will be pleased if the Interstate Commission can see a way to relieve the situation, which stands in the way of correcting many things complained of, and justly so by those who do the work of operating railroad traffic.—EDITOR.

Pennsylvania Pension System.

The Pennsylvania Railroad system has completed the thirteenth year of its pension system. One of the first acts of Mr. A. J. Cassatt on becoming president of the road in 1899 was to recommend to the board of directors that without delay a plan be placed in operation to pension employees who had reached the age of 70 years.

Records just compiled show that during the thirteen years the plan has been in operation, a total of 7,152 men have received payments through the pension funds of the Pennsylvania system of \$8,368,786, out of the earnings of the various companies. Of this amount \$6,319,902 have been paid on the lines east of Pittsburgh, and \$2,048,884 have been paid on that portion of the Pennsylvania system west of Pittsburgh.

Of those who have received pensions, 3,345 have died, so that at the present time there are 3,807 men on the pension rolls of the company. Of these, 2,843 are on the lines east of Pittsburgh, and 964 west of Pittsburgh.

On December 31, 1912, there were 296 pensioners on the lines east of Pitts-

burgh more than 80 years of age, and of this number there were nine who were more than 90 years of age. The names, occupations and divisions where last employed of those over 90 years of age were as follows:

Michael Eckerline, laborer, Altoona machine shops.

James Kaylor, blacksmith, Altoona machine shops.

Elias Griffith, watchman, Altoona car shops.

James L. Shields, foreman mason, Conemaugh.

David L. Graeff, machinist, Philadelphia.

Thomas C. Payne, laborer, Trenton.
Charles Lupton, car builder, Philadelphia terminal.

James Gray, agent, Elmira.

Chas. A. Jefferies, Sr., signal repairman, Philadelphia.

This plan inaugurated by Mr. Cassatt, of taking care of faithful employees in their old age, provides that the entire pension shall be paid by the company. Every employee must retire at the age of 70. In case of physical disability at the age of 65 the employee may be retired. The pension amounts to one per cent of the average salary or wage for the ten years previous to retirement, multiplied by the number of years the man has been in the employ of the company.

No man may enter the service of the Pennsylvania Railroad after attaining the age of 45. So that any man retiring at 70 thus receives at least 25 per cent of his average annual salary of the previous ten years. Employees retire without any obligation whatever to the Pennsylvania Railroad, and many of them engage in outside occupations. The only stipulation is that they may not, under any conditions, re-enter the service of the Pennsylvania Railroad system.

This plan, therefore, inaugurated by Mr. Cassatt with much doubt as to its eventual success, has proved to be of immense benefit to a very large number of men, and has contributed enormously to the contentment of the men in the Pennsylvania service.

III. Cent. R. R. Co. Educational Bureau.

CIRCULAR NO. 2.

It is the desire of the management to safeguard employees as much as possible

and to make each employee feel that the company has a personal interest in his welfare and progress.

The Educational Bureau has already afforded a means whereby employees might better inform themselves about railroading; and is now taking active steps by means of explanatory lessons, to assist in the prevention of accidents, and later by means of moving pictures to illustrate the right and wrong ways of doing things.

Going one step farther, the Educational Bureau is now in position to assist employees in legal matters, to a certain extent. It will endeavor to issue from time to time pamphlets for general distribution, or to publish articles in the *Employees' Magazine*, dealing with matters wherein experience has proven that for want of legal aid employees have been imposed upon so that they have suffered either financial loss or worry and unpleasantness which could have been avoided had they known their legal rights.

The first step that the Bureau will take will be to explain the methods of the loan sharks—to tell employees who have suffered from the wiles of these sharks what their rights are, and to offer employees who are at present in trouble as a result of having patronized these loan sharks or companies, aid in straightening out their affairs and getting clear of the clutches of those engaged in illegal practices by means of which the loan sharks exist.

While the rules of the company as regard garnisheeing, etc., stand as they have heretofore, nevertheless, any employee of the company may feel free to write to the Chief of the Educational Bureau regarding any complications that he may have gotten into, due to obtaining a "salary" loan from one of these money-lenders.

The object in doing this is purely a friendly one. Such employees as are in any trouble of this kind will be protected as far as their position is concerned, their cases will as far as possible be handled in confidence, and their record will remain unaffected. The company feels that if it can aid any of its employees in this manner it will be well repaid in bet-

ter and more loyal service, by having helped to remove such a cause of worry and possible temptation.

This offer of the Educational Bureau carries behind it the backing of all of the organization and talent of the company's law department. While it cannot as yet be stated how far the Educational Bureau will be able to go in offering legal aid to employees, nevertheless it suggests that any employee who at the present time needs legal advice, information, or aid of any kind (this offer not being confined to loan shark cases), present his case to the Educational Bureau. This will enable the Bureau to find out just what the employees need that it can provide in the way of aid, and may result in the Bureau being able to do considerable good even before it can announce the complete plan it hopes to put into effect.

Approved: D. C. BUELL,
Chief Educational Bureau.
W. L. PARK,
Vice-Pres. and Gen. Manager.

Are the Railways Treated Fairly?

BY WILLIAM Z. RIPLEY,
Professor of Economics, Harvard University.

The most striking feature of the railroad problem in 1913 is the contrast with conditions ten years earlier. Instead of unexampled prosperity, a period of great financial depression in transportation business has supervened. In place of practical domination in the economic life of the country, the carriers now seem to be more or less at the mercy of circumstances. Organized labor under threat of general strikes has forced substantial concessions both in wages and conditions. The carriers have acquiesced manfully in the mandate of the people that they shall be subject to public control. But they find themselves now, by the pressure of increasing costs of operation and of ever greater demands from the public for more and better service, practically compelled to throw themselves upon the mercy of the Interstate Commerce Commission for relief. This relief is demanded, not alone in the interest of investors, but in order that much-needed improvements and extensions commensurate with the develop-

ment of the country may be made. It is a self-evident proposition that unless the railroads are prosperous and protected in the exercise of their property rights, a healthy growth of transportation facilities cannot be had. Adequate service and the convenience of the public require that the present plight of the railways should receive the most earnest consideration.

Railway net income which culminated in 1910 has now declined from that level by about one-eighth, despite a considerable increase in gross earnings. The latest evidence shows a halting and uncertain movement. This condition of affairs makes it practically impossible for the carriers to raise funds by the sale, even of bonds, except at high rates of interest. Further continuation of hand-to-mouth financing by issuance of short-term notes is fraught with danger. A menace to continued prosperity also is the successful pressure of the railroad brotherhoods for substantial increases of wages.

Under ordinary circumstances relief might be had from three directions; greater economy and efficiency, a substantial growth of traffic, or an increase of rates.

Economy and greater efficiency of operations, as a remedy for deficiency of revenue, played a large part in the rate advance cases of 1910. But it is clear that railroads, as a field for the introduction of scientific management methods, are considerably handicapped. Rigid rules of the railway brotherhoods are difficult to overcome. The wide geographical extension of operations renders detailed superintendence impossible. And the steadily increasing demands of the public for more and better service, regardless of cost, hinder the introduction of many plans for more scientific operation. On the whole, American railroads are operated at the high level of efficiency. Certain economies ought, nevertheless, to be effected. Among these should be a careful revision of purchasing department methods. Laxity and private profit ought to be rigorously excluded. Every advantage should be taken of the open market regardless of financial affiliation

with the large industrial combinations. This point was especially referred to in the Eastern rate advance cases of 1910. Contracts with private car and express companies ought to be reduced to the lowest possible figures, so that all suspicion of favoritism should likewise be eliminated. With houses thus set in order the roads should be able to present a strong case for efficiency. They need fear comparison with no other country in the world.

Increase in tonnage, as a remedy for the existing distress, promises less relief than might have been expected five years ago. This follows naturally from the rise of operating costs already mentioned. But it is also established by the clear demonstration that after a certain point of traffic congestion has been reached, immediate, general and extraordinary outlay of capital is necessary in order to handle further increments of tonnage. Unless earnings, therefore, are sufficiently ample to permit of large annual improvements out of income, the demand for new capital seems bound to outrun the earning power.

Ry. Managers Fighting Battle of Public.

Elisha Lee, chairman of the Eastern Railroads Committee, at present arbitrating a wage controversy with their firemen, in summing up the case of the companies gave the following indication of the present policy of the railroads in regard to the many needless expenses imposed on them by various agencies of the public. He said:

Since these arbitration proceedings started, the situation of the railways has undergone great changes. The most startling of these has been through the floods in the Middle West. The meagre accounts in the press of what happened give but faint notion of the real disaster. In forty-eight hours six inches of rain fell, developing floods in Ohio and Indiana fourteen feet higher than anything ever known before.

The entire railway system of Ohio and Indiana was practically put out of business for five days. On the Pennsylvania Lines west of Pittsburgh an aggregate of a mile and a half of steel bridgework

was washed away; and we understand the New York Central and B. & O. will each have to pay out more than \$3,000,000 in repairs to property alone.

To repair and replace the railways affected by this disaster will practically wipe out the surplus earnings of many railroads. In other cases dividends will be threatened. The reason is, of course, that all such damage must be retrieved out of current earnings and cannot be charged to capital.

There was never a more striking nor more unexpected object-lesson of the absolute necessity for a railway company to earn a surplus adequate to protect its credit and enable it to take care of expensive emergencies.

Since this Board was constituted the State of New Jersey has passed a law providing that the cost of all grade crossing removals shall be borne by the railroads alone. To carry the law out fully would cost one company alone \$60,000,000—so it has been publicly stated.

A few days ago the State of New York passed an Extra Crew law—which we understand was supported by our fireman friends—which is expected to cost the railroads of that state some \$2,000,000 per year. New Jersey followed suit with a similar law expected to cost about \$500,000 per year.

Various laws are pending in different states tending to force new and unnecessary expenditures upon the railways. For example, a measure which would limit the length of freight trains to sixty cars would, if passed, most seriously deplete the net revenues of railway companies. Other measures in different states are designed to force the employment of extra men on engines running light. The tendency is all one way—to add expense and men at every point under a plea of social betterment.

And so in this case, your Board is asked to grant two firemen upon every heavy locomotive, regardless of conditions surrounding the run, regardless of the grades or the tonnage being hauled—you are asked to impose an arbitrary rule, to deprive the railway manager of any discretion and to forcibly add unnecessary expenses to our payrolls.

Let nobody imagine that we do not sympathize with the firemen. The work is hard. But so is the work of the quarryman, the track worker, or the farm laborer. (It is work that naturally calls for strength.) At times excessive work may be called for. Under such conditions, having regard to all facts, there should be assistance, and it is generally supplied. But let us not by arbitrary rule imagine we can really better the lot of any man by relieving him from honest work which many other healthy, strong men are eager and willing to do. Hard work is and will continue to be hard.

It has been urged that railway labor should be more highly paid, and that to make this possible freight rates should be raised. Without arguing the question as to whether the rising costs of materials, wages, and even capital itself, do not justify increases in rates, we can nevertheless urge that even this remedy would be no panacea for this circle of increasing railway wages. The move would go on all the stronger.

The firemen urge that the railway net earnings today per fireman employed are greater than they have been. If then a raise in freight rates should make the apparent earnings still higher (and take no more account than is taken here of the additional capital employed), is it not apparent that another claim would be made for this further increment in earnings?

We respectfully urge that the real basic fact of present conditions is that wages of employees in train service are entirely out of line with wages in other lines of employment. Railway men should be and are well paid. But there is a great difference between being well paid, and exacting through organization, through threats of interference with the proper transportation of the people's products, through legislation, through other various means, a scale of wages which is disproportionate to that in other lines of employment calling for similar energy. It is a violation of economic law which sooner or later is certain to bring its own punishment.

This Board represents the public—that public which must pay the bill which this

Board may impose upon the railways. A railway company does not manufacture money. It collects money and distributes it, with a small margin remaining for those who supply the original investment.

When the public, through commissions, through mandatory legislation or through arbitration under the law, assesses additional payments to be made out of railway revenues, that same public in effect levies an additional tax upon itself—unseen and intangible for the moment, perhaps, but inevitable in its effect.

This public little realizes how agencies acting presumably in its behalf are piling up the burdens on the railroads. That public dimly imagines that it is the capitalists of Wall street who are being injured.

But it is not so. The railway managers of the country are fighting the battle of the public—that public which is entitled to have efficient transportation facilities at reasonable rates. It is entitled to enjoy rates based upon real capital invested. It should pay rates which will yield proper wages to railway labor and a sufficient return upon the capital necessary to provide proper facilities.

But this is the fundamental question this Board has to answer—it is indeed the fundamental problem which the public itself must solve:

Shall we, in our desire to escape the rocks of both Scylla and Charybdis, steer so far away from the possible payment of undue returns upon railway capital that we may be wrecked through arbitrary additions to railway expenses both by legislation as well as by such movements as this designed—as we believe—to give to a class of men more than their proper share of the funds available for the payment of wages?—*Conference Committee of Managers.*

We publish the above from the General Managers' Association, so that our readers may know what they are feeding the public, and not because we commend it as a whole. We believe the operators in all train departments should have good wages and the companies allowed sufficient income to meet the demand, both for increased wages and needed repairs and betterments.—EDITOR.

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THE GARDNER  PRINTING CO.
CLEVELAND, OHIO

JUNE 1913.

Interstate Commerce Commission Need Men.

In the April number we published an article under the above heading which was sent in from Washington, and accompanying it was the statement that the Interstate Commerce Commission had no means of reaching the public and suggested the publication as a favor to the Commission.

We have had many letters asking for further information we could not give; and Bro. H. E. Wills, A. G. C. E., our Legislative Representative, who is located in Washington, had many letters relative to the same subject, and finally investigated the matter and found that the Commission and its various departments had many more applicants than they would need in many months.

The document was in the form of a printed slip and doubtless was sent to many publishers. What the motive was

we do not know, but whether good or bad, we will in future be careful to publish only matters of this nature sent to us officially by the Commission itself. We supposed the publication would be of service to our own members who desired to change occupation, and it was this thought that induced us to publish the article.

Government Interference.

There are many men and women whose fathers in their youth had to learn that life meant work and more or less worry to make of themselves men of affairs. They, of course, found this country an excellent place to work, live and gain a fortune in. Unfortunately, the indulgence of fathers allowed the children to grow up with no responsibilities, and while the family trait of self dependence is seen in many, the snob was and is a natural result. They want to do as they please with no interference on the part of anyone because they are the sons of wealth.

A clipping before us sent in by one of our members quotes one of these sons as saying he was going to France where he could raise artichokes without government interference, and that he may never come back, as the government is always making trouble with legitimate business in this country, and he was disgusted with everything.

Of his own initiative we do not believe he ever earned money enough to take him to Paris, and if he raises artichokes in France it will be done with money gathered here in this country, not by him, but by his parents who realized that life meant duty.

We do not know how good the market is for artichokes over there. They used to feed them to the hogs here. And if this disgusted American son of a thrifty father never comes back we do not think he will be badly missed.

Evading Responsibility by Misrepresentation.

A noted writer says: "Great men, like great cities, have many crooked arts and

dark alleys in their hearts; whereby he that knows them may save himself much time and trouble." And this would seem to fit our subject.

One of our members, Bro. O. A. Jacobs, an employee of the Bangor & Aroostook Ry., was in a wreck some six years ago, and though he was not held responsible either by the grand jury or the railroad commissioners of the State of Maine, he was informed by Mr. Todd, general manager, that the Interstate Commerce Commission would not allow him to run an engine, and for that reason it was impossible for them to retain him in the service. But when the strike was inaugurated on the Bangor & Aroostook Ry. because they would not pay the rates established under the arbitration agreement, Brother Jacobs says Mr. Todd sent for him about a week before the strike and wanted him to run an engine on the B. & A. Ry., and this led to the question of his first statement, and for the information of all concerned we give below a letter from Commissioner C. C. McChord, stating the position and authority of the Interstate Commerce Commission relative to the subject. The letter was addressed to Bro. M. W. Cadle, acting Grand Chief, in the absence of Grand Chief W. S. Stone. The statement of the commissioner, shows "the crooked arts" sometimes practiced to evade personal responsibility for an unjust position assumed. We have no knowledge that any other railroad official has made use of this subterfuge; but it is well to remember that the Interstate Commerce Commission cannot be made the scapegoat if they are put in possession of facts—an easy thing to do. The letter reads as follows:

WASHINGTON, April 24, 1913.

*Mr. M. W. Cadle, Acting Grand Chief
Engineer, B. of L. E., Cleveland, O.*

DEAR SIR: I beg to acknowledge receipt of your letter of April 21, requesting to be advised whether or not the Interstate Commerce Commission ever filed any objections to the re-employment by a railroad company of an engineman who was discharged on account of responsibility for an accident.

In reply I have to say that this Commission has no authority whatever to interfere in any matters of discipline between railroad companies and their employees. The accident you mention, as a result of which the engineman was discharged, was reported to the Commission by the railroad company as required by the accident report law, but the Commission never made any objections to the re-employment of the engineman by the railroad company in question or by any other railroad company.

A number of instances similar to this one have come to my attention, in which it has been claimed that the regulations of the Interstate Commerce Commission prevented the employment or promotion of men, and in some cases it has been reported that "surprise tests" were required by the Commission. There is no Federal law relating to the qualifications of railroad employees of any class, and the Interstate Commerce Commission has no authority to make any general investigations regarding the fitness of railroad employees or applicants for railroad employment, or to prescribe tests to ascertain whether or not rules of railroad companies are being lived up to.

The Commission has touched upon this matter in three of its orders, reference to which will be found in Conference Rulings Bulletin No. 6. In order No. 69, involving a case in which an agent failed properly to indorse a colonist ticket, the Commission decided the rate question but held that the Commission would not interfere between the railroad company and its agent. In order No. 105, a case involving a mistake of a conductor, it was held that "the matter was one of discipline between the company and its conductor and was not cognizable by the Commission." In order No. 288, a case involving the competency of railroad employees, it was held that "except in cases of accident the Commission has no authority under the act to regulate commerce to look into the competency of railroad employees . . . and makes no general investigation of that nature."

In conducting investigations of accidents the experience of employees involved in such accidents forms a part of

the records; this is necessary in the very nature of the case; and if an accident were due to the inexperience or inefficiency of an employee, that fact would be pointed out in the report upon the accident. This is the only connection in which the Commission makes any inquiry into the experience or competency of railroad employees. Even then it has no authority to take any action regarding measures of discipline or the matter of further employment of men involved in accidents. Under existing law the Commission cannot require railroad companies to correct unsafe practices in train operation or unsafe conditions of track, bridges or other structures. The law empowers the Commission to investigate and report upon accidents, stating the cause of the accident, together with such recommendations as it deems proper. The question of correcting bad practices and of instituting reforms is left entirely with railroad companies and the Commission is entirely without authority in matters of this nature.

The Commission did not file objections to the employment of the engineman in this case and it has never done anything of that sort, either directly or indirectly, in any other case. Yours very truly,

C. C. MCCORD, Commissioner.

Be Careful Rule C. & N. W. Ry.

"Don't take chances; when you do, the lives and limbs of yourself, your fellow employees and passengers are at stake. Every man who gambles loses; you cannot afford to lose.

"Remember that the rules of the company were made because experience has shown every one of them to be necessary, and they were made to be obeyed. You are paid to comply with all the rules, and not just those you think you ought to comply with. It is not for you to decide whether they are necessary. That question has already been determined by men of many years' experience in service."

The above embodies excellent rules of caution. The truth is, there are many of our members who seem to think their reputation is at stake if they do not

make time, forgetting that a man's reputation is always based upon the dependence in him to do the right thing, and above all, the safe thing. There is no ground for censure when all rules are complied with, and every member should do that, and we will have less wrecks.

Breaking Up the Unions.

The National Manufacturers' Association, in session at Detroit, presented to their retiring president, John Kirby, Jr., \$10,000 for his efforts to break up militant labor unions. He has made many speeches in which he has used violent language about the injustice of the demands of labor, and the Association has no doubt spent large amounts of money to force the open shop; and just at this time it would seem to the average person that the Association should appropriate money, and it looks as though much was needed for assistance of the militant members of the Manufacturers' Association who are charged with placing dynamite in Lawrence so they could charge the mill workers with the dastardly act. One shot himself soon after they were charged with it, and the trial now going on indicates the conviction of others likely. After the strenuous efforts of the Manufacturers' Association in California, which put the guilty behind the bars where they really belong, reminds us of the old adage, "What is sauce for the goose is sauce for the gander."

Cost of Public Demands.

We have before us an estimate of what the railroad companies are confronted with in public demands upon their financial resources; while we have no doubt that it is a high figure, anything near it is a serious matter to the companies. This statement covers the cost of one road in Pennsylvania, New Jersey and New York, and fixes the cost of the full crew bill, semi-monthly pay bill, the grade crossing bill in New Jersey, drinking water law, etc., at a total expense on account of new law to the one company of \$1,199,085, or 5 per cent on \$24,000,000 of capital.

Books Received.

Practical Locomotive Operating, by Clarence Roberts, assistant R. F. of E., and Russell M. Smith, Air Brake Inspector Pennsylvania Ry., Philadelphia. *Practical Locomotive Operating* contains the information engineers and firemen must possess in order to pass required examinations, encourage them to think and develop their ingenuity in solving in a practical way the various contingencies arising in locomotive operating, and is designed to teach the value of high efficiency, which gives a sense of security and self-reliance one without knowledge does not possess. Price, \$2.00 net. Published by J. B. Lippincott Co., Philadelphia, Pa.

The Stock Exchange from Within, by William C. Van Antwerp. Published by Doubleday, Page & Co., Garden City, N. Y. Price \$1.50.

This work, as the title would indicate, is at once a defense of a great institution, and a challenge to its critics, written by a member of the Stock Exchange who may be presumed to understand his subject. It is likely to have special interest for many, owing to the recent Government investigation of these institutions, together with the great money interests assumed to be inimical to public welfare.

LINKS.

THE fifth Sunday union meeting of Chicago Divisions will be held in the Karpen building, 900 Michigan avenue, on June 29.

As in the past there will be Grand Officers, railroad officers, and other good speakers present.

Our union meetings have become a grand success. At the last meeting the hall was full to overflowing. Visiting Brothers from many miles around were present.

Come on Brothers, if the present hall is not large enough we have one on the floor below which will seat double the number.

At the last meeting it was decided to invite all engineers regardless of their

affiliations to attend the June meeting. So, get busy Brothers, and invite your young engineers to attend the afternoon meeting which will be an open meeting. Come early and go through the exhibit rooms of the Railway Supply Company. You will find everything of great interest. Visiting Brothers are cordially invited.

Remember the number and the date. Two meetings will be held—2 p. m. and 7 p. m.

Fraternally yours,
JAS. A. ELLIS, Cor. Sec.

THE Kansas City fifth Sunday union meeting will be held on Saturday and Sunday, June 28 and 29. All Divisions of the B. of L. E. within a radius of 200 miles of Kansas City, were requested, by action of the last fifth Sunday union meeting to become members of the permanent organization and to co-operate in the next union meeting, to be held in Kansas City, Mo., on the above dates.

Our executive committee, consisting of one member from each of the seven Divisions of Kansas City, Mo., and Kansas City, Kan., will make the arrangements, and each of the Divisions within this radius will be notified by letter as to our meeting-place, program, and the location of the headquarters, and desire your assistance to make the meeting a success.

The committee have arranged to have meetings Saturday afternoon and evening and Sunday afternoon and evening. The first meeting will be an open one and we will have an address from some prominent speaker from Kansas City, as well as from some of the Brotherhood. One meeting will be given over to the initiation of a class of candidates and a talk by our Grand Chief, whom we have requested to attend. All of the chairmen of the G. C. of A. of the roads running into Kansas City will be requested to attend one meeting, and one meeting will be given over to a general discussion of the topics that are of interest to all of us, and the committee will try to arrange for short talks on boiler inspection and the airbrake.

We all know that meetings of this kind

can accomplish much that can be done in no other way, in that they get the Brothers together and allow them to discuss the problems that are before us. We know also that it creates an interest and increases the attendance at Division meetings, which is absolutely necessary for the good of the Brotherhood.

All members of these and other Divisions that can be in Kansas City on this date are invited and urged to attend one or all of these meetings. Come and help us make it a grand success.

Fraternally,

H. O. HUSKEY, Publicity Sec. K. C. U. M.

THE annual union meeting of our Canadian Brothers will be held in Montreal on August 5, 6, 7 and 8. The committees are making the usual splendid arrangements for entertaining members from both Canada and the States. A full report of the committee of arrangements will appear in the July JOURNAL, which will give ample time to get ready to accept the invitation to enjoy the hospitality of our Canadian Brothers.

If there are any who are far away and contemplate going they can probably get such information as they desire by writing Bro. James Biggs, chairman executive committee, 291 Magdalen street, Montreal, P. Q., Can.

MEMORIAL services will be held by the Chicago Divisions at the Whitney Opera House, 64 East Van Buren street, at 2 p. m., Sunday June 8, under the auspices of the B. of L. E. and the G. I. A. There will be music by Bro. E. Hayward's orchestra, singing by the G. I. A. ladies, and good speakers.

We hope to make this the most successful memorial service since its inception. All members and their friends are cordially invited to attend.

Yours fraternally,

OTTO BAUMER, Chr.,

FRANK WARNE, Sec.,

JAS. A. ELLIS, Cor. Sec.

Committee.

BRO. J. M. TEACHWORTH, of Div. 242, Ennis, Tex., who has worked for the H. & T. C. R. R., very successfully for a

number of years, was appointed to the position of assistant superintendent of the H. & T. C. for the second division, which includes the H. E. & W. T. R. R. from Houston, Tex., to Shreveport, La., and Hemstead, Tex., to Austin, Tex., on the H. & T. C. R. R.

Yours fraternally,

C. J. WADDELL, S.-T. Div. 242.

It is with great pleasure that I announce the appointment of Bro. Louis Biehl to the position of road foreman of engines on the electric division of the N. Y. C. & H. R. R.

Brother Biehl is a member of Div. 783, and a man of considerable experience in railroad business, having entered the services of the N. J. & N. Y. R. R., now a part of the Erie Railroad in 1887, as engine wiper, and in 1888 went with the Erie Railroad as brakeman and was used as both freight and passenger brakeman until he went as fireman. In 1892 he came to the N. Y. C. & H. R. R. as locomotive fireman and was used to instruct the firemen how to handle hard coal, and later was promoted to locomotive engineer on the Harlem division. This position he held in freight and passenger service until his appointment as road foreman of engines.

Some few months ago the N. Y. C. & H. R. R. made a very exhaustive series of tests and trial runs with an experimental electric locomotive No. 3247 over the Harlem electric division out of New York City, and Brother Biehl was selected to make the test runs, and it is with pleasure we wish to state the tests were made with entire satisfaction to the company and with credit to Brother Biehl. We believe the officials could not have made a better choice and that he will be fair with the men under him as well as the company he represents.

Fraternally,

JAS. MCCAFFERTY, Div. 145.

On April 7, 1913, Mr. H. J. Curry was promoted to the position of superintendent of the Albany division of the B. & A.

He began his employment on the Boston & Albany as an operator in 1896.

His first promotion was to chief train dispatcher, thence to trainmaster.

During the years he has filled these positions he has never forgotten that there was a human side in this life that had to be considered. Being of a pleasing personality, easy to approach, the individual and the committees were always treated with the utmost consideration, for he always believed the success of his office depended largely on the principle of the square deal. His mode of discipline was of the best, as he always went to the bottom of each and every case. In all cases the benefit of the doubt was given to the employee.

His promotion is well merited, due to the excellent qualifications he has shown for greater capacities in the previous official positions he so ably filled.

While we regret to see him go, we congratulate him on his promotion and extend to him the best wishes for future success.

On April 7, 1913, Bro. Sheridan Bisbee, member of Div. 439, was promoted from the position of road foreman of engines to the position of trainmaster, made vacant by the promotion of Mr. Curry to superintendent.

This is the first time in the history of the Boston & Albany Railroad that an engineer has ever been promoted to such capacity. It was received with a very agreeable surprise.

Brother Bisbee was reported to road foreman of engines about two years ago and has filled his position in a very able and efficient manner.

Let us co-operate with him in every manner possible, that he may successfully fill every requirement of his new office; thus proving to our superior officers that engineers are capable of fulfilling the official requirements in the transportation department with the same success as in the motive department; and Brother Bisbee will manifest his appreciation by the same kindly consideration to his Brothers in the future that he has in the past.

On April 24, 1913, Bro. F. A. Hussey was promoted to the position of road foreman of engines, Boston division, Boston & Albany Railroad.

Brother Hussey has always been a very loyal Brotherhood man, and he was a good missionary worker among the non-members, as he always believed the place for an engineer was in the B. of L. E. Brother Hussey is eminently fitted to fill the requirements of his new office, and the members of Div. 439, of which he is a member, wish him the very best success.

Fraternally yours,
F. J. O.

DIVISION 115, B. of L. E., Cheyenne, Wyo., held a meeting in their handsome hall Tuesday afternoon, May 6, at which time the Order presented to Bro. James E. Carroll, Chief Engineer of the Division for the past six years, a handsome Past Chief's badge done in gold. Bro. A. Heenan, the veteran engineer, made the presentation, which was responded to by Brother Carroll in a fitting manner.

Sister Hansen, President of Div. 144, G. I. A., in behalf of the Ladies' Auxiliary, presented to the Brotherhood a very beautiful altar cloth.

Over 50 members of the Brotherhood and Auxiliary were present and after the presentation ceremonies the Sisters served a delicious luncheon.

Yours fraternally,
CHAS. H. PATTERSON, S.-T. Div. 115.

ON April 7, Jas. M. Boon Div. 441, B. of L. E., Syracuse, N. Y., celebrated the 23rd anniversary of their charter with a ball in Davis Academy, which was largely attended.

The committee of arrangements, composed of Brothers W. J. Macmillan, Fred Fancher, Charles Long, Alfred Eddy and H. J. Holihan, left nothing undone to make the event enjoyable to all.

The ballroom was beautifully decorated and light refreshments were served by the ladies of Syracuse Division 292, G. I. A., which were very much appreciated by the dancers.

At 10:30 with the excellent music of Pollack's Orchestra the grand march, led by Bro. W. J. Macmillan, chairman of the general committee, and Mrs. John W. McCarthy, President of Div. 249, G. I. A., made a beautiful moving picture which will long be remembered.

Good luck, Brothers. May each anniversary be marked with some pleasant event.

Faternally,
J. F. W., Div. 441.

OLD COLONY DIVISION 312, Boston, had a very pleasant day on May 4, which was the occasion of moving into a new hall. There was a continuous performance for the entire day. At 10 a. m. the Division was opened for business and four candidates were initiated. After initiation, Past Chief Engineer L. L. Mitchell presented, in behalf of several members of the Division, a new set of jewels to Chief Engineer A. F. McFarland, to replace the regalias which had seen better days. At 1 o'clock a recess was taken and about 125 members marched into the banquet hall where they were greeted by the ladies of Bay State Div. 256. A bountiful collation was served, after which a social hour was enjoyed with Brother C. E. Drew, S. T. of the Division, acting as toastmaster. After introductory remarks by Brother Drew, several Brothers were called on to respond to the following toasts: "Division 312," Brother A. F. McFarland; "Our Brotherhood," Brother F. S. Evans; "Division Attendance," Brother L. L. Mitchell; "Our Ladies," Brother W. T. Palmer; "Good of the Order," Brother J. A. Powell. Several pensioned Brothers were present and Brother A. E. Standish spoke very fittingly in their behalf. Brother Samuel Parker, who has recently completed 62 years of active railroad service, was present and proved that he is still one of the boys. On April 1, Brother Parker was retired by the railroad company on a pension after rounding out 53 years as a locomotive engineer. Division 312 is the second largest Division in the Order, now having 411 members. The new meeting-place for the Division is Lawrence Encampment Hall, 724 Washington street, Boston.

A MEMBER DIV. 312.

Mr. E. J. Langhurst, A. R. F. of E., N. C. Div.:

At a regular meeting of Div. 522, B. of L. E., March 17, 1913, upon the acceptance of your resignation as Chief

Engineer of Div. 522, we as a committee in behalf of Div. 522 deem it a fitting occasion to convey to you an expression of our esteem and appreciation, and to thank you for the courtesy and consideration you have at all times extended to us. And while we deeply regret our loss, we offer our congratulations upon your advancement to a position of greater responsibilities, and extend to you our best wishes for continued success in your new duties, and congratulate the engineers who may be fortunate to be under your jurisdiction. We also congratulate the B. & O. Co. in selecting so able and competent a man as our worthy Bro. E. J. Langhurst to fill this responsible position. We are satisfied that he will fill it to the credit of the men and the company, and we desire a copy of this resolution be sent to Brother Langhurst and a copy spread on the minute-book of Div. 522, and a copy sent to the JOURNAL for publication.

G. K. BELL,
J. S. AUSTIN,
M. SPRAGUE,
Committee.

To Officers and Members of Div. 805:

We, the committee on resolutions, wish to submit the following resolutions, to-wit:

WHEREAS, Mr. J. F. Richards has been our division superintendent for the last three years, and that the most pleasant relationship always has and does now exist between the engineers of Div. 805 and him while he was our superintendent. We have always found him to be fair in his decisions and courteous to all, and we wish to congratulate him on his further promotion and hope to see greater advancement for him in the future. Be it, therefore

Resolved, That while we regret to lose him as our division superintendent we are pleased to know that it is advancement for him.

Resolved, That we as engineers of Div. 805 have always tried to do our duty and believe our efforts have been appreciated by him. Be it further

Resolved, That a copy of these resolutions be sent to Mr. Richards, one copy be sent to the Brothers at Tacoma, and

that we spread them on the minutes of Div. 805.

Respectfully,

A. BUGBY, C. E.

R. C. HERSCHLEB, S.-T.

JAS. MARSHALL,

M. V. GRAYBILL,

F. H. BRAMAN.

Committee.

BRO. ARTHUR M. BEEM, Div. 239, wins the Continental prize offered every year by the Continental Casualty Company, whose advertisement has appeared in this magazine for several years. The prize is competed for by its several hundred solicitors, most of whom are ex-railroad men, for big business production. One of the prize winners was Bro. Arthur M. Beem, of Holston Div. 239, and the result is that he is busy receiving the congratulations of railroad men in general and engineers in particular.

Brother Beem has several brothers who are railroad men. His youngest brother, Rollo, was in the railroad service until he started in the insurance game a year ago. Fred C. Beem is a local conductor, Clarence C. Beem and John D. Beem are on preferred runs as engineers on the Big Four between Mattoon and St. Louis. Arthur M. Beem, the winner of the prize, fired a locomotive from August, 1895, on the Big Four out of Mattoon, Ill., until January 1, 1900, with the exception of the time he served as sergeant in the Fourth Illinois Volunteers during the Spanish-American war. While firing on the Northern Pacific, he was promoted to engineer, and while serving in that capacity had a rear-end collision. While running an engine in Old Mexico he broke his hand. He is now one of the most successful solicitors of the Continental Casualty Company, which makes a specialty of writing accident insurance for railroad men.

ENGINEER R. S. SIGMAN, of Spencer, N. C., has been retired by the Southern Railway Company on a salary for life.

Mr. Sigman began his railroad service nearly 60 years ago, at a time when coal burners were unknown and only wood was used. In this early day locomotives were named instead of bearing numbers, as is now the rule. He was running on

the old Georgia Railroad before the Civil War, and during the conflict continued his services for this company. He had a run between Atlanta and Augusta. He was on his engine at Conyers, Ga., when General Sherman came along and was forced to leave his cab and was driven to the woods until the army passed, and thus escaped injury and returned to his engine. The cars attached to his train were burned to the ground upon his return.

It is estimated that during that half century he has been in the cab Mr. Sigman has worn out no less than ten locomotives, illustrating the powers of endurance of a man as compared with a machine.

For more than 35 years engineer Sigman has seen service with the old Richmond & Danville Air Line, and the Southern Railway Company. He has never had a serious accident and never killed a man while in the service. He enjoys the distinction of never having been discharged, suspended, nor given a demerit. It is significant that some of the oldest and best engineers now in the railroad service began firing for engineer Sigman. It is estimated that several hundred men have learned to fire for "Dad" Sigman, as he is familiarly known among his friends.

He is now 76 years old, has been in Spencer for the past 13 years, is well preserved and never had a serious illness. It will be of interest to note that he has reared a large family of eight sons and two daughters. All of the sons were railroaders, three now being engineers. One son, Dr. F. G. Sigman, however, retired and is now a practicing physician in Spencer.

Engineer Sigman has just received a letter from Governor Locke Craige, of North Carolina, congratulating him upon his long life, his excellent record and splendid service. He has also received letters from various parts of this and other States wishing for him many more years of usefulness.—*Spencer Crescent*.

AS per previous notice in the JOURNAL the Stockton union meeting came off as scheduled, and was a decided success.

The first arrivals of the Brothers was as early as March 27, and by noon of the 28th quite a number had registered.

They were entertained during the afternoon by free auto trips through the city, and a visit to the Musee and Rogues' Gallery. However, they did not find any of the engineers' photos there. Many expressions of surprise and pleasure were given by the visiting Brothers and Sisters as they passed through the city.

At 8 p. m. Chief Engineer Bro. J. B. McPeck of Div. 773 called a meeting to order and gave a few remarks as to what the union meeting was called for. After which he introduced the representative of the mayor of the city of Stockton, Mr. J. D. Mathews, who gave an address of welcome, which was full of compliments for the engineers and their families and all visiting friends.

The meeting was then turned over to the Sisters of Golden Gateway Div. 517, G. I. A. to the B. of L. E., who rendered a very fine musical and literary program. Many of the visitors responded to the roll call, and gave some very instructive talks and recitations.

On Sunday 29th the meeting was called to order under the auspices of a special meeting of Div. 773 at 9 a. m. Bro. J. B. McPeck, Chief Engineer of Div. 773, filling the chair. C. F. Rafferty, Secretary of Div. 773, took down the minutes of the meeting.

Meeting opened in due form, after which the Chief Engineer's station was turned over to Brother Jordan, Chief Engineer of Div. 283, who was selected to handle the gavel during the meeting.

Motion was made and seconded that it be the sense of this meeting that we go on record as favoring a concentrated movement along the lines of the recent closed eastern concentrated movement.

This question was well debated by Bro. John Finley of Div. 662, Bro. Peterson of Div. 698, Bro. McGowen, Chief Engineer of Div. 704, Bro. J. O. Hand of Div. 110, Bro. L. Chaplain of Div. 238, Bro. R. W. Kelley of Div. 662, Brother Montgomery, Assistant Grand Chief Engineer. This motion carried after a long debate in its favor.

Brother Champlain of Div. 238 made a talk on Insurance and Pensions, followed by Brothers Peterson, Corbin, Hand, Kelley, Byfield and Finley. Twelve, noon, motion made and seconded to adjourn until after the public meeting in the afternoon.

Public meeting opened at 1 p. m. First speaker was the mayor of Stockton, Mayor Reibenstein, who gave the address of welcome, which was full of good wishes for the engineers to the city of Stockton, and he invited them to bring their international convention to this city at a later date.

He was followed by Bro. John Finley, chairman of the state legislative board of the state of California, who gave us a very nice talk upon legislation, and a very instructive talk upon what it stood for, which was well appreciated throughout his 40-minute address.

Brother Finley was followed by Bro. J. B. Monahan, Div. 182, upon the lines of Railway Employees' Investment Association, and those who heard him claim that it was the best address that he ever delivered upon this subject.

He was followed by Bro. R. W. Kelley of Div. 662 who gave a very able and interesting talk upon Brotherhood matters in general. Brother Reidy of Div. 664 talked on wearing emblems.

The electrical question was the next question before the meeting, and it was shown by the report of the Brothers that owing to the rapid growth of the electric service in the state of California, something should be done to meet it in the interest of the B. of L. E.

The members assembled then went in for the good of union meeting and many kind expressions were offered Div. 773 for taking the initiative in having the first union meeting on the Pacific Coast.

The citizens of Stockton are proud that the engineers were with them for this short stay, from the generous way in which they entertained them.

The Brothers who were in attendance throughout the session represented four states, as follows:

Isaiah Jordan, Div. 283, Oakland; H. S. Gardner, Div. 283, Oakland; F. E. Craw,

Div. 277, Portland, Ore.; R. W. Kelley, Div. 662, Los Angeles; John Finley, Div. 662, Los Angeles; D. K. Weidman, Div. 794, Elko, Nev.; M. E. Montgomery, Div. 161, Assistant Grand Chief Engineer; James Reidy, Div. 664, San Luis Obispo; Harvey Reed, Div. 443, Starbuck, Wash.; L. Champlain, Div. 238, Tacoma, Wash.; J. B. Monahan, Div. 186, Denver; W. P. McInerney, Div. 800, Portola; E. W. Greene, Div. 794, Winnamucca, Nev.; W. H. McGowen, Div. 407, San Rafael; E. F. Blake, Div. 794, Winnamucca; D. M. Collier, Div. 283, Oakland; J. S. Penney, Div. 800, Portola; C. W. Coffey, Div. 161, San Francisco; R. A. Peterson, Div. 692, Tracy; C. P. Anderson, Div. 664, San Luis Obispo; C. F. McCarthy, Div. 161, San Francisco; D. B. Fifield, Div. 161, San Francisco; W. G. Fifield, Div. 664, San Luis Obispo; W. S. Corbin, Div. 161, San Francisco; W. E. King, Div. 283, Oakland; J. A. Smith, Div. 283, Oakland; C. W. Tenney, Div. 161, San Francisco; J. J. Rockwell, Div. 161, San Francisco; J. O. Hand, Div. 110, Sacramento; W. H. Tassie, Div. 110, Sacramento; A. E. Brown, Div. 110, Sacramento; T. Newton, Div. 110, Sacramento; F. Tyner, Div. 692, Tracy; J. B. McPeck, Chief Engineer of Div. 773; C. F. Rafferty, S.-T. of Div. 773, and 18 members of Div. 773.

After closing our business session we were invited to a banquet prepared for us at the Arlington Cafeteria. Plates were laid for 350 and nothing was lacking in the menu.

While the guests were being served they were favored with selections from the orchestra provided for the occasion.

Impromptu speeches were made by the officers of the Southern Pacific Co., and by the visiting engineers as follows: Mr. J. R. Clancy, assistant general manager Southern Pacific R. R.; Mr. C. H. Ketcham, superintendent Stockton division Southern Pacific; Mr. W. A. Whitney, Sacramento division Southern Pacific; Mr. R. W. Kelley, engineer, Los Angeles; Mr. John Finley, engineer, Los Angeles; Mr. W. E. Peterson, engineer, Tracy; Mr. R. E. King, engineer, Oakland; Mr. L. Champlain, engineer, Tacoma.

Dr. C. G. Benson, president of the Stockton Realty Exchange, officiated as toastmaster, and in his closing remarks emphasized the feeling of welcome to the engineers, stating that he appreciated the privilege conferred upon the Realty Exchange in being permitted to act in the capacity of host at the first union meeting held on the Pacific Coast by the B. of L. E.

On Monday, at 9 a. m., 40 automobiles and a large sightseeing auto, which seated 25, were placed at the disposal of the visitors, and a 50-mile trip through the city and country was enjoyed.

Dr. George S. Pittock, secretary of the Stockton Realty Exchange, was in the pilot car and after conducting the visitors through the residence portion of the city took them through the manufacturing district, stopping at the Holt Manufacturing Co.

As the autos drove up they were met by the managers of the Holt Manufacturing Co., and for the entertainment of the engineers, Caterpillar gasoline engines were paraded up and down in front of the shops and one of the engineers remarked "it was the first time he had ever seen an engine which could lay its own track." Another interesting feature was a combined harvester, which by its own power would go through a field, harvest and sack the grain and throw it out on the ground when sacked.

After passing through the manufacturing district, the water front and the steamer landing, the next feature was a 15-mile run from Stockton to Lodi. Every inch of the road being just like the city boulevard, and as the engineers expressed their delight at such beautiful roads in a farming district, it was hard to convince them that during the entire 50-mile trip through the well-cultivated orchards, vineyards and farms, the roads would be just the same; in fact many of them declared that they did not know that such a Garden of Eden existed in the United States.

The luncheon which was served in the rooms of the Mokelumne Club at Lodi, furnished by the Lodi merchants, was all that could be wished for. The interesting feature both to the engineers and the

local business men, was the little impromptu talks expressing the pleasure of both visitors and citizens. Brother Montgomery, Assistant Grand Chief Engineer, Bro. C. T. Rafferty, and Bro. J. B. McPeck, executive committee of B. of L. E. Div. 773, Mr. Monahan, of Denver, Colo., Brother Kelley, of Los Angeles, and Sister W. E. Pickering, President of the Ladies' Auxiliary of Div. 773, spoke for the engineers. Dr. Pittock, secretary, and Mr. F. L. Williams, vice-president of the Realty Exchange, and Mr. P. H. Stitt, of the Realty Exchange, responded for the citizens of Stockton.

Mr. W. H. Thompson, who welcomed the engineers for the Lodi merchants, also delivered the closing address, inviting the engineers to return with their families and make San Joaquin county their permanent homes.

The automobiles then assembled and were piloted around the city of Lodi and thence on the beautiful roads through the farming districts, every mile of which revealed new beauties of scenery and voiced in unmistakable terms the gladdening news of independence and prosperity.

To describe the homeward trip in the afternoon is but to repeat what has been said of the beautiful roads, orchards, vineyards and farms, which, combined with the beauties of a summer day, are unsurpassed in any country in the world.

Div. 773 is proud to take the honors of having the first union meeting ever held in the State of California, and the good results which have come from it we feel well paid for the efforts.

C. F. RAFFERTY, S.-T. Div. 773.

The above reached the office on April 20, too late for the May number.—EDITOR.

APRIL 16, 1913, opened the 50th anniversary celebration of Div. 831. In a way it might be said this commemorated that preliminary meeting held in Marshall, Mich., in April, 1863. The meeting was called to order by Bro. Thomas McDowell, local chairman of Div. 218, who read his letters of authority for organizing the Division from the Grand Chief, and John Lavering, C. E. of Div. 218, who had appointed A. S. Mead general

chairman, N. W. Kester and Thomas McDowell, organizers.

Brother Mead took the chair and asked the following Brothers to act as temporary officers: A. S. Mead, Div. 548, C. E.; Jas. S. Martin, Div. 1, F. E.; C. F. Requath, Div. 304, S. E.; Thomas McDowell, Div. 218, Sec.-Treas.; J. E. Wurt-smith, Div. 831, T. E.; A. B. Wallinger, C. E., Div. 1, Guide, and W. W. Congdon, Div. 1, Chaplain.

Brother McDowell read the 16 transfers from Div. 218, when the order of business was suspended and the following seven candidates were initiated: C. Boehm, C. Lamb, G. G. Hoffman, C. L. Meyers, A. W. Miller, M. H. Gephart and J. M. Riopelle.

After this impressive ceremony remarks were made by the different Brothers present, followed by Brother Mead, who in well chosen words stated the object of the Order, the duties of its members to their families, their country and themselves. After this a recess was taken until 8:30 p. m., at which time the Division was reconvened and officers elected. Brother Mead then declared the meeting open, and the Guide and Third Engineer invited the ladies of Division 17, G. I. A. to the B. of L. E., to witness the installation. With Brother Wallinger, Chief Engineer Div. 1, acting as master of ceremonies, Brother Mead proceeded to install the officers, after which congratulations were in order; then the ladies invited the Division to the dining-room, where refreshments were served.

At Riverside Temple on May 7, the 50th anniversary celebration of Div. 1 opened. Promptly at 12:30 noon Division 17, G. I. A., invited the members of the Order and their wives to the dining-room, where lunch was served and a pleasant hour spent enjoying the good things the ladies had provided, renewing old acquaintances and forming new ones.

Bro. A. B. Wallinger, C. E. Div. 1, chairman of the 50th anniversary committee, called the Brothers to order at 2:15 p. m. in the main hall, and invited Brothers J. Mack, Div. 4, Benj. Walters, oldest member of Div. 1, C. H. Sweetman, Div. 43, a personal friend of W. D. Robinson, to take seats on the platform,

and then stating the object of the meeting, introduced Bro. Wm. B. Prenter, F. G. E., and turned the meeting over to him.

Brother Prenter was greeted with applause as he arose, and in his masterly way took charge of the proceedings. The Secretary then read letters of regret from Brothers P. L. Redding, Div. 31; Byron Robinson, C. E. Div. 289, son of W. D. Robinson; A. F. King, Div. 548, trainmaster Wabash R. R.; J. F. Jennings, division master mechanic M. C. R. R.; D. R. McBain, superintendent motive power New York Central Lines, and Bro. T. J. Van Wormer, probably the oldest member of the B. of L. E., who passed on to us the last letter he had from that grand old man, the father of the Brotherhood, W. D. Robinson, as follows:

"Oh friend, to whom the shadows of the far years extend,

Whatever may be our lot, let us continue with dignified courage to the end."

"And when the shadows of death are stealing into the softened and mellow sunset of our lives, when we have finished journeying down the mighty river and pass to the infinite sea toward which the white sails of every human bark is drifting, and to those mysterious and shadowy shores the glistening sands of all our gathered years are kissing the dark waters of eternal silence—in that hour may we go forth with the consciousness that we have not lived in vain, that we have lightened, if by ever so small a measure, the burden borne by some human heart and brightened, if for ever so brief a space, the clouded pathway of some brother's life.

"That we have cast forth a pebble upon the tide of human affairs which has aroused waves whose circle shall widen and extend to the remotest shores, overturning in its course the waves of injustice with which the strong have ever striven to encircle the weak, since men have bargained, bought and sold, since labor has enriched and beautified the earth, since man has had a record."

Brother Prenter, F. G. E., now made an address, and the committee is sorry that more of our members were un-

able to hear his remarks on the foundation of the Order, the difficulties it has encountered, difference in meeting officials at the present time than in former days, insurance, pension plan, and in closing, the duties of the members, not only to themselves but also to the railroad companies, and asked all to be as fair with themselves and one another as they expected the railway companies to be with them.

Remarks followed by Bro. John Mack, S.-T. Div. 4 since 1871. Brother Mack joined Div. 5 at Norwalk, O., in 1865, and is the senior S.-T. of the Order; Brother Gillett, Div. 812, who in his happy way told of his memories of Bros. W. D. Robinson and Van Wormer, of experiences on 6-foot gauge, that he commenced running when 17 years of age, and had been a member of the Order for 42 years, joining Div. 4 in 1872; Brother DeSilvey, C. E. Div. 745, spoke on his "hobby," as he called it, of obtaining new members, and it certainly did us all good to hear him, and we should all follow his advice; Brother Wallinger now spoke for Bro. B. C. Walters, telling how he had joined the Order in the early '60s, was a charter member of Div. 17 when it was organized at Allegheny City on the cold New Year's of 1864, in the parlor of Sam King's home. King had been to Detroit for the charter.

During the course of the meeting Div. 17, G. I. A., had been holding a meeting in the upper hall, and they now sent an invitation for the Brothers to come up and listen to the program that had been prepared. The meeting adjourned to the upper hall and all were welcomed by Mrs. J. Crider, President of Div. 17, and the following delightful program was rendered: Piano solo, Mrs. Rinshed; vocal solo, Mrs. Crider; recitation, Miss Anna Hayes; recitation, Mrs. Davis; trio, "Three Maids from Lee," Mesdames Miles, Lenhart and Crider. This brought down the house; in fact, some of the Brothers aren't real sure what happened. After a few remarks from the President the meeting adjourned for supper.

At 8:15 p. m., with Bro. J. E. Wurt-smith at the piano, the Brothers filed into the hall for the evening meeting,

which was called to order by Brother Wallinger and opened with prayer by Brother Congdon, of Div. 1. Brother Prenter, F. G. E., again made an address, referring to his remarks of the afternoon for the benefit of the members who had been unable to be present, and in addition brought up matters that were of interest to the younger members as well as the older, and then presented legislative matters in a way that was not only new to many but very instructive.

Following Brother Prenter, Brother Colter, of Div. 4, member of the Ohio Legislature and delegate to the Ohio Legislative Board, was introduced and gave a talk on the work that had been accomplished by the Ohio Board. Brother Slocumb, of Div. 4, spoke on the dark and bright days he had seen while a member. Bro. Dennis O'Brian, Div. 338, told how glad he was to be with us on this occasion; Brother Baker, Div. 1, called our attention to the many benefits that the B. of L. E. had given us; Brother Dyer, general chairman Michigan Central G. C. of A., spoke on work done by the general committee and what had been accomplished by the Eastern Concerted Movement. Brother Wallinger then said that as we had heard from the oldest Secretary-Treasurer in the afternoon, he would like to hear from the youngest. Brother Newell, S.-T. Div. 831, responded by thanking all for their attendance and the privilege of listening to the interesting and instructive remarks by the different Brothers.

The meeting then adjourned for the day.

The second day's program commenced at 1:30 p. m. by Brother Wallinger announcing that this meeting would be held under the joint charters of Divisions 1 and 831, and turned the meeting over to Bro. J. E. Wurtsmith, C. E. Div. 831, who called the gathered Brothers to order as Div. 831, asking the following Brothers to occupy the different stations: W. B. Prenter, F. G. E., Chief Engineer; A. S. Mead, Div. 548, General Chairman Wabash G. C. of A., First Engineer; A. D. Austin, Div. 2, Second Engineer; Geo. Seeley, Div. 218, Third Engineer; A. B. Chapman, Div. 4, Chaplain; C. W. Bates,

Div. 831, Guide, and C. M. Newell, Div. 831, Secretary-Treasurer.

Brother Prenter opened the Division in due form and made a short address on the event, calling attention to the presence of so many of our older members, and produced the original Constitution which was adopted on the 8th of May, 1863, and was in the handwriting of W. D. Robinson, and that in many places was word for word with our present Constitution. Brother Prenter now asked that the minutes of May 8, 1863, be read, which was done by Bro. F. T. Chovin, Secretary-Treasurer Div. 1.

The order of business was then suspended and the Division proceeded to initiate the 50th anniversary candidate, Mr. Fred Hahnke. The time, occasion, and beautiful ceremony without the ritual impressed all. At the close of the initiation Brother Prenter called for Brother Walters to come forward, and amid loud applause the oldest member present shook hands with the youngest member of the grand old Order.

Following this remarks were listened to from the following Brothers, who spoke on subjects of interest to us all: Mead, Div. 548; Mellish, Div. 304, general chairman P. M. G. C. of A.; DeSilvey, C. E. Div. 745; Kester, Div. 218,



BRO. FRED HAHNKE, DIV. 1.

the dean of the Wabash engineers; Austin, Div. 2; Pierce, Div. 338; Webb, Div. 1, master mechanic M. C. R. R., St. Thomas, Ont., and others, closing with remarks from that worthy Brother, A. B. Chapman, of Div. 4, who told of his early experiences on the Lake Shore, when he only knew of four Brotherhood men west of Cleveland and the difference now.

During the course of the meeting Bro. Fred Wurtsmith, of Div. 304, on behalf of the Wurtsmith family, presented Div. 831 with a handsome bible, which was accepted on behalf of Div. 831 by Brother Mead.

After general remarks by Brother Prenter the Division was closed in due form and adjourned to the banquet hall, where a bountiful repast was served under the able management of Bro. Jas. S. Martin, of Div. 1; after which, under the direction of Bro. Thomas McDowell, of Div. 218, as toastmaster, the following Brothers and Sisters were heard from: Prenter, F. G. E.; Mellish, Div. 304; Crider, President Div. 17, G. I. A., who, on behalf of her Division, presented Div. 1 with \$50 in gold as a token of the occasion, which was accepted and responded to by Brother Wallinger, C. E. Div. 1; Mead, Div. 548; Dyer, Div. 132, general chairman Michigan Central G. C. of A.; Colter, Div. 4; Zemlin, Div. 17, G. I. A.; Jenney, trustee V. R. A. of the G. I. A., and Chapman, Div. 4.

Immediately after the banquet the doors of the ballroom were thrown open, and to the sweet strains of Lorenzen's Orchestra the 50th anniversary ball was on. The grand march was led by the First Grand Engineer and wife, followed by the other officers present. There were nearly 1,000 persons present, and under the able management of Brothers Carney and Bates, past masters in the art of dancing, the ball was a grand success.

Refreshments were served during the evening.

This closed the anniversary, and the committee at this time wishes to thank Brother Prenter and the other Brothers who were present and aided in the meetings, and are only sorry that more of the

Divisions were not represented. Trusting that the 75th anniversary will be as successful as the 50th, I am,

Fraternally yours,

C. M. NEWELL,

Sec'y 50th Anniversary Committee.

THE Jackson union meeting was a grand success, and only those whose good fortune it was to make the recent Florida-Cuba trip can really appreciate the wonderful fascination and beauty of this southern country—and I am sure my fellow-travelers will all agree with me when I say it was indeed a trip well worth while. I consider it one of the happiest episodes of my life, and shall always cherish its memory. And I want to express my gratitude to the committee at Jacksonville, Fla., during the union meeting from April 23d to 26th for the capable manner in which they handled the meeting and took care of us on the trip to Havana, Cuba, and return. I believe I am expressing the sentiment of every Sister and Brother and their families who attended the meeting and enjoyed the trip to Havana and the short stops at St. Augustine, New Smyrna, Key West and, on our return at Miami, when I say that this was a gigantic undertaking, skillfully and ably conducted.

The most hospitable people in all the world are the people of the Southern States; they surely know how to do things right, and I am sure we all feel that our lives are richer for having known them. The hotels we found very agreeable and also reasonable in prices.

I regret very much that we were without a Grand Officer on our return to Miami, to officially thank the people for the three short hours we were in this beautiful city. We were met at the depot by the mayor and almost the entire population of the city with 400 or more automobiles, and they drove us around the city and surrounding country about 40 miles, the mayor proclaiming a holiday in honor of the B. of L. E. The best people of the city drove their own machines, which shows how high the B. of L. E. is held in the estimation of the best people on earth. The mayor gave us the freedom of the city; the Elks clubrooms were

thrown open for us, and they served us with lunch and all varieties of fruit. The fire department was ordered out to make a run for our benefit and pleasure, and they made a grand display. They are a credit to their city.

Miami is the most beautiful place I have ever seen. Every fruit that grows can be raised in Miami; also vegetables and beautiful flowers of every description, from the well-known magnolia down to the tiniest plant. The atmosphere cannot be surpassed anywhere. They are below the frost line, and are 30 days ahead of any other place in marketing their produce. This country is so full of human interest it made us feel, almost, that we had reached the "Promised Land."

The trip exceeded our fondest anticipations, and we cannot but feel that we have been greatly inspired and our horizons have been vastly broadened—unless we be dead to all human instincts.

Now, a word for our Order. There is not, and I honestly and sincerely believe there never will be on this North American continent, a labor organization that is more deserving of recognition than the Brotherhood of Locomotive Engineers. The history of this grand old organization dates back into the dark ages a half century ago, when railway labor organizations were only a dream. The B. of L. E. is the pioneer railway labor organization of this North American continent. The B. of L. E. has paved the way and turned on a ray of light for all other railway labor organizations to follow.

Fifty years ago, 12 good and true men organized the "Knights of the Foot-board" and, after a few years, revised their constitution and reorganized the Brotherhood of Locomotive Engineers. And many are the hard knocks and hardships some of our old Brothers saw, when they were afraid to let the officials know they belonged to the B. of L. E. They didn't make enough money for a hall in which to hold their meetings and in order to save expenses they were obliged to hold them in one another's homes.

In conclusion I want to say a word for our Grand Officers: The Grand Chief, Bro. Warren S. Stone, is the right man

in the right place; you can't beat him, search the world over. His judgment cannot be surpassed. He was paid the highest compliments as a labor leader.

Ass't G. C. E. Fred A. Burgess in a legal sense, is a very successful labor leader.

Ass't G. C. E. M. W. Cadle—"Honest Mike"—is not surpassed in making schedules with great success and little effort.

Ass't G. C. E. H. E. Wills cannot be surpassed as a legislator; he has his whole heart and soul in the B. of L. E.

Ass't G. C. E.'s Ash Kennedy and E. Corrigan equal the others on the best staff of tried Grand Officers of any labor body in the country, with L. G. Griffing and E. Montgomery, the new Ass't G. C. E.'s to be heard from, and I know they are made of the right stuff, and that they will do great credit to themselves and the Order.

The last, but not the least, by a long shot, is W. B. Prenter, F. G. E. As a financier, they don't make them any better than Brother Prenter; he knows finances from A to Z, and to union meetings he always fills the bill with credit to himself and the B. of L. E.

W. E. Futch, Pres. Ins., is untiring in his work, always ready to answer questions and give good advice—based on his comprehensive grasp and keen insight.

C. H. Salmons, S. G. E., is editor of one of the best journals in circulation today.

The other Grand Officers cannot be excelled; they all have the respect and admiration of everyone in the organization fortunate enough to know them.

In conclusion, my earnest wish is that all my readers may some day have the good fortune to make this Florida-Cuba trip under as pleasant circumstances and in as pleasant environment as the above.

Yours fraternally,

J. J. BANE, Div. 394.

At the conclusion of the third annual union meeting of the southeastern territory B. of L. E. and G. I. A. which was held in Jacksonville, April 23 to 26 inclusive, about 1100 of the members and their wives left Jacksonville for Cuba over the Florida East Coast Railway,

calling at St. Augustine on their way south and at Miami when going north.

The excursion was in three sections, the first being in charge of R. M. Sparkman, Div. 309, chairman of the committee on arrangements, the second under J. M. Cheves, Div. 309, chairman of entertainment committee, and the third under the direction of R. J. McKenzie, Div. 823, chairman of the finance committee.

The round trip to Havana was made without the smallest mishap of any kind. No one was injured, no one was left at any point en route, and the last section reached Jacksonville on the return trip 40 minutes ahead of the schedule.

Of course what was of most interest to us here in Miami was the complete success of the short visit of the excursionists to this city, and the favorable impression made upon the local people by the visitors. The first section of the excursionists reached here about 2 p. m. May 2, and the others followed about 10 minutes apart. The Board of Trade and other public-spirited citizens turned out with automobiles and were in waiting to convey the visitors from the F. E. C. passenger station direct to the new home of the Elks in 12th street, between Avenue A and the Boulevard, where they were served with refreshments by the Women's Club, and where they were formally welcomed by the mayor and others. This was followed by about two hours or more of driving about the city and surrounding country, all points of interest being visited, much to the interest and delight of the excursionists.

To sum up the result of it all it may be said that Miami was delighted with the engineers, and the engineers were delighted with Miami and its people. They saw many of the beauty-spots within reach of the city for which Miami is almost world-famed; they were delighted with our unsurpassable climate, and particularly with the view from the bay front at Royal Palm Park.

W. E. Futch, of Cleveland, President of the Brotherhood Insurance Department, could not tear himself away from this bay front view long enough to join the other excursionists in their ride

around the city and suburbs; but seating himself easily on one of the park benches and drawing deep breaths of the balmy breeze blowing in from the Atlantic, he remarked: "This is good enough for me, I don't want to go anywhere else. This view and this breeze beat anything I ever experienced. I don't want to miss a minute of it."

Other of the visitors were equally delighted with their short stay in Miami. Not only were they impressed with the beauty of the city and its surroundings as well as its climatic conditions, but they were charmed with the warm-hearted hospitality of its citizens. "This beats anything we've seen yet" was the expression heard on all sides as the excursionists were gathered at the station for their departure. "No wonder this city is growing!" was another oft-repeated exclamation.

On the other hand the citizens of Miami were greatly impressed with the character and appearance of the excursionists. They said again and again that people need not be afraid of accidents by rail when the Brotherhood of Locomotive Engineers was composed of such men as they saw assembled at the station to continue their journey northward. Not only the men themselves, but the wives and daughters who accompanied them, greatly contributed to the excellent impression conveyed by the body as a whole. They were lady-like, unaffected and friendly with all whom they met.

While from their oft-repeated expressions of unqualified approval, it appears probable that the engineers and their families will long remember their short stay in Miami, it is very certain that Miami will not soon forget the visit of the engineers. Fraternalty yours,

R. J. HOLMES, Div 823.

TAMPA, FLA., was not behind in its welcome to the union meeting visitors who called there on their way to and from Cuba. The mayor had extended an invitation through Bro. J. Ashman, at the union meeting in Jacksonville, and on May 5, some 50 engineers and their wives were in Tampa on their way back

from Cuba, and were met at the Seaboard Air Line Depot by Brother Ashman and other local engineers and conducted to Hotel Royal, after which automobiles were furnished by Mayor D. B. McKay, Councilmen E. B. Murphy and Maggers, Col. Thos. Weir, harbor-master, and others, who with the autos took the crowd about the city, then to the mayor's office for reception and welcome, after which the mayor conducted them to the Tampa Bay Hotel grounds for a snapshot of the visitors. Appropriate remarks were made by the mayor, members of the city council and others, and everyone felt pleased with the genial Southern courtesy shown them. A vote of thanks was extended to Mayor McKay and others who assisted in the entertainment, and to Mr. Harrihan, president Seaboard Air Line Ry., for courtesies extended, and all left Tampa greatly pleased with what they had seen and the courtesy they had felt. Copies of the pictures will be sent to the JOURNAL as soon as obtainable. J. M. A.

SPECIAL NOTICES

SEC. 89. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Wanted—To know the whereabouts of Nathan S. Waring, sometimes known as Samuel Waring. When promoted he was working on the P. R. R., and lived at Buffalo, N. Y. He also worked on the M. K. & T., and lived at Shawnee, Okla. When last heard from he was working on the Canadian Pacific, and lived at Swift Current, Sask., Can. He was 6 feet tall; weighed 290 pounds; black hair and blue eyes; and between 35 and 40 years of age. His son, George Edwin Waring, and Mr. W. T. McLaughlin, Johnsonburg, Elk Co., Pa., wish to hear from him.

Bro. Samuel A. Grayson, member of Div. 51, lost a Gillette razor on the morning of Wednesday, April 30, while returning from Key West. If anybody found it will they kindly return it to Bro. Samuel A. Grayson, 3238 Ludlow street, Philadelphia, Pa., who will pay any expense incurred.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Kansas City Kans., April 29, senility, Bro. James Shaw, member of Div. 1.

Los Angeles, Cal., April 17, Bright's disease, Bro. J. H. Feazel, member of Div. 5.

Los Angeles, Cal., April 19, suicide, Bro. Isaac Hetherington, member of Div. 5.

Los Angeles, Cal., April 8, operation, Bro. U. Caystille, member of Div. 5.

Boone, Ia., April 23, diabetes, Bro. Joe L. Corey member of Div. 6.

Fort Wayne, Ind., April 21, apoplexy, Bro. Wm. N. Barden, member of Div. 12.

Rochester, N. Y., March 27, wreck, Bro. Wm. Grinnell, member of Div. 18.

Memphis, Tenn., Feb. 4 tuberculosis, Bro. James Burns, member of Div. 21.

Memphis, Tenn., March 10 kidney trouble, Bro. T. J. Tucker, member of Div. 21.

Perry, Okla., April 22, old age, Bro. O. F. Miller, member of Div. 23.

Battle Creek, Mich., April 10 rupture, Bro. Thos. Clark, member of Div. 33.

Nelsonville, O., April 19, Bro. E. P. Lewis, member of Div. 34.

Newark, O., April 16, complication of diseases, Bro. James Connors, member of Div. 36.

Portland, Me., May 3, pneumonia, Bro. C. B. Willis, member of Div. 40.

Morgantown, W. Va., May 9, fell under cars, Bro. A. D. Wolfe, member of Div. 50.

Newark, N. J., May 10, complication of diseases, Bro. L. B. Mead, member of Div. 53.

Trenton, N. J., April 29, old age, Bro. A. S. Herbert, member of Div. 53.

Ogden, Utah, May 3, hemorrhage, Bro. Edward H. Line, member of Div. 55.

Reedley, Cal., April 24 kidney disease, Bro. Edward A. Peck, member of Div. 55.

Oneonta, N. Y., April 29, paralysis, Bro. A. P. Disbrow, member of Div. 58.

Reading, Pa., April 19, complication of diseases, Bro. Marion Miller, member of Div. 75.

Duluth, Minn., April 17, derailment, Bro. Thos. McNulty, member of Div. 94.

Dayton, O., Jan. 6, malarial fever, Bro. Chas. H. Lineberg, member of Div. 95.

Janesville, Wis., April 18, heart failure, Bro. R. J. Lewis, member of Div. 96.

St. Joseph, Mo., May 1, Bro. C. R. Huff, member of Div. 107.

Farnham, P. Q. Can., May 3, blood poison, Bro. John McCorkill, member of Div. 123.

Nyack, N. Y., April 11, Bro. B. L. Scribner, member of Div. 135.

Mobile, Ala., May 10, Bro. Chas. S. Summers, member of Div. 140.

Sharon Springs, Kans., April 10, wreck, Bro. Wm. Mole, member of Div. 141.

Yonkers, N. Y., April 17, Bright's disease, Bro. L. H. Pennington, member of Div. 145.

Cedar Rapids, Ia., May 8, dropsy and paralysis, Bro. John A. Kimbo, member of Div. 159.

Jersey City, N. J., May 9, wreck, Bro. M. Killduff, member of Div. 171.

Jersey City, N. J., April 13, general debility, Bro. John T. Cole, member of Div. 171.

Boulder, Colo., May 2, paralysis, Bro. Sam B. Turman, member of Div. 186.

Belleville, Ont., Can., April 29, bowel trouble, Bro. M. S. Hogle, member of Div. 189.

Parkersburg, W. Va., April 22, old age, Bro. T. J. Pimm, member of Div. 196.

El Paso, Tex., April 28, erysipelas, Bro. W. L. Miller, member of Div. 212.

Salt Lake City, Utah Jan. 25 Bright's disease, Bro. Wm. Watson, member of Div. 222.

Topeka, Kans., April 8, diabetes, Bro. John P. Kelley, member of Div. 234.

Corning, N. Y., May 12, pneumonia, Bro. Jesse Newell, member of Div. 244.

Sycamore, Ill., May 6, paresis, Bro. Geo. H. Kirkland, member of Div. 253.

Easton, Pa., May 2, cancer, Bro. Joseph B. Bennett, member of Div. 259.

Missoula, Mont., May 6, paralysis, Bro. G. A. Montgomery, member of Div. 262.

London, Ont., Can., April 11, neuritis, Bro. James Baillie, member of Div. 262.

Waverly, N. Y., April 11, general debility, Bro. Wm. S. Connor, member of Div. 263.

Wilkes Barre, Pa., April 13, stroke, Bro. Myron Hudson, member of Div. 263.

Portland, Ore., May 5, apoplexy, Bro. Wm. Hays, member of Div. 277.

Grand Rapids, Mich., April 14, apoplexy, Bro. Patrick J. Walsh, member of Div. 286.

Saginaw, Mich., Feb. 23, complication of diseases, Bro. Frank Derrick, member of Div. 304.

Saginaw, Mich., Feb. 22, complication of diseases, Bro. J. L. Wiggins, member of Div. 304.

Crestline, O., Jan. 6, diabetes, Bro. Samuel Brandt, member of Div. 306.

Weatherly Pa., April 18, stomach trouble, Bro. James McConnell, member of Div. 316.

Columbus, O., April 29, Bro. John Hayes, member of Div. 318.

Osawatimie, Kans., April 16, Bro. John W. Cook, member of Div. 336.

Wilmington, Del., April 20, heart disease, Bro. Jesse M. Anderson, member of Div. 342.

Topeka, Kans., Feb. 16, heart trouble, Bro. W. R. Manker, member of Div. 364.

Havre, Mont., Jan. 16, Bro. James Goggins, member of Div. 392.

Havre, Mont., Feb. 4, heart failure, Bro. C. Burrington, member of Div. 392.

Peoria, Ill., May 3, dropsy, Bro. James Ewing, member of Div. 417.

Ithaca, N. Y., April 28, chronic gastritis, Bro. Ellsworth Lyons, member of Div. 434.

Bellevue, O., April 14, Bright's disease, Bro. E. Pierce, member of Div. 447.

Denver, Colo., April 15, paralysis, Bro. C. H. Gunn, member of Div. 451.

St. Paul, Minn., March 21, paralysis, Bro. Thomas Hooker, member of Div. 474.

Elizabethtown, Ky., April 8, apoplexy, Bro. J. B. Pirtle, member of Div. 485.

Allandale, Ont., Can., March 8, arterio sclerosis, Bro. D. C. Cameron, member of Div. 486.

Brunswick, Md., April 30, apoplexy, Bro. John H. Barker, member of Div. 506.

Bangor, Me., April 2, cancer, Bro. W. J. Boothby, member of Div. 508.

Pittsburg, Kans., April 14, pneumonia, Bro. W. C. Stewart, member of Div. 527.

Kingston, Pa., May 11, diabetes, Bro. John L. Norris, member of Div. 543.

Northumberland, Pa., April 30, killed by street car, Bro. James E. Heberling, member of Div. 543.

Isabella, Tenn., April 19, consumption, Bro. James Allan, member of Div. 547.

Richmond, Va., April 13, Bro. C. Eastman, member of Div. 561.

Parsons, Kans., Oct. 20, Bro. J. J. Bell, member of Div. 596.

St. Louis, Mo., April 11, derailment, Bro. Frank Fitzsimmons, member of Div. 611.

Emery, S. D., April 6, Bright's disease, Bro. Wm. Foley, member of Div. 633.

Longview, Tex., May 4, typhoid fever, Bro. Owen Kuykendall, member of Div. 636.

Hornell, N. Y., May 8, heart trouble, Bro. C. C. Robinson, member of Div. 641.

Galesburg, Ill., April 9, cancer, Bro. H. P. Bowman, member of Div. 644.

Oelwein, Ia., April 28, Bright's disease, Bro. Chas. Norton, member of Div. 670.

Lima, O., April 15, paralysis, Bro. S. R. Craig, member of Div. 678.

Jeffersonville, Ind., April 16, collision, Bro. John Yunker, member of Div. 712.

Curtis, Neb., April 11, derailment, Bro. A. Reising, member of Div. 727.

Bogalusa, La., March 29, gall stones, Bro. Leslie C. Waters, member of Div. 777.

Altoona, Pa., April 21, struck by train, Mrs. Alice Reed, wife of Bro. John Reed, member of Div. 730.

Evanston, Wyo., May 2, Mrs. M. Murdock, member of G. I. A., Div. 102, wife of Bro. Matt Murdock, member of Div. 136.

Ogden, Utah, April 16, Mrs. Hannah Murphy, member of G. I. A. Div. 102, wife of Bro. Geo. Murphy, member of Div. 136.

Garden City, Kans., May 18, Mrs. Elizabeth Cassell Greenwood, wife of Mr. E. F. Greenwood, daughter of Bro. John Cassell, Ins. Sec. Div. 34, and Sister Mary E. Cassell, G. V. P. of the G. I. A., and President of Div. 52, G. I. A., Columbus, O.

ADMITTED BY TRANSFER CARD

Into Division—

- 1—T. E. Brownfield, from Div. 586.
- 23—G. B. Harrison, from Div. 182.
- 57—John Furlong, from Div. 312.
- 111—Leon Marcotte, from Div. 753.
- 133—John Clark, from Div. 486.
- 156—J. D. Taylor, from Div. 407.
- A. C. Ellison, from Div. 755.
- 159—C. J. Brewster, from Div. 428.
- A. M. Lyman, from Div. 605.
- 183—Henry Johnson, from Div. 103.
- 192—J. M. Ritz, Chas. Rudolph, from Div. 28.
- 198—Wm. B. Nie, from Div. 608.
- Isaac B. Riffey, from Div. 492.
- Chester H. Purcell, from Div. 96.
- 206—A. L. Parker, from Div. 736.
- 219—M. Walker, from Div. 530.
- 226—Martin O'Neill, from Div. 699.
- 228—Morgan Skyles, from Div. 299.
- J. F. Youngblood, from Div. 446.
- 230—Jerry Finn, from Div. 445.
- O. H. Hunter, from Div. 332.
- 234—Wm. Elliott, from Div. 238.
- 256—A. B. Dennison, from Div. 380.
- 287—C. J. Breth, from Div. 325.
- 326—W. C. Johnson, from Div. 632.
- 339—E. G. Taylor, from Div. 331.
- 396—Lee Altman, from Div. 344.
- 426—A. J. Smith, from Div. 552.

Into Division—

- 472—John D. Patterson, from Div. 626.
 498—J. A. Smith, from Div. 799.
 513—E. Trimmer, from Div. 540.
 520—A. A. McKenzie, from Div. 519.
 W. Leatherman, from Div. 724.
 Edward E. Austin, from Div. 800.
 615—J. C. Osteen, from Div. 748.
 617—W. T. Day, from Div. 28.
 626—F. S. Rowland, from Div. 619.
 667—A. W. Pinner, from Div. 243.
 674—H. H. Jenkins, from Div. 512.
 690—P. G. Zimmerman, from Div. 866.
 699—E. A. Taylor, T. F. Shannon, from Div. 226.
 703—T. Roy, from Div. 680.
 706—F. A. Acosta, from Div. 799.
 715—F. Babcock, from Div. 625.
 716—W. G. Stinson, from Div. 715.
 731—R. D. Van Hosen, from Div. 88.
 739—Geo. D. Kipp, from Div. 261.
 E. B. Gilbert, from Div. 883.
 758—G. C. Gentis, from Div. 422.
 771—F. A. Money, from Div. 339.
 778—I. W. Creighton, from Div. 597.
 786—J. R. Stein, from Div. 84.
 August L. Stapel, from Div. 396.
 796—J. W. Harkins, from Div. 608.
 801—Frank E. Morrill, from Div. 670.
 821—J. W. Rear, D. Turner, from Div. 320.
 823—P. H. McDonald, from Div. 799.
 828—A. J. Clayton, from Div. 895.
 J. E. Lavell, from Div. 349.
 829—Chas. Noble, W. J. Urfer, from Div. 455.
 John D. Lancaster, from Div. 501.
 W. E. Harrison, J. L. Davis, from Div. 215.
 830—N. E. Roach, from Div. 34.
 831—Chas. W. Bates, J. J. Collins, C. J. Durrant.
 James W. Dykes, Alex. J. Ferguson, A. W.
 Glover, L. M. Hartline, Chas. Kenworthy, N. C.
 Konen, T. J. Lynch, C. M. Newell, John
 A. Redman, O. P. Showalter, P. J. Twomey,
 H. J. Volkening, J. E. Wurtsmith, from Div.
 218.
 832—P. Binder, J. W. Douglas, Geo. A. Hartwell,
 C. H. Lewis, S. R. Marland, A. B. Purdy, L.
 J. Waine, from Div. 715.
 J. W. Clark, Geo. Leek, from Div. 737.
 T. Davis, from Div. 749.
 Geo. A. Smith, from Div. 818.
 W. Zappe, from Div. 716.

WITHDRAWALS*From Division—*

- 3—W. J. Haugh.
 18—S. F. Perkins,
 J. F. Chase,
 D. Shapcott.
 27—J. S. Behring.
 117—Stewart Huffman.
 132—Francis J. Moore.
 187—Wm. O'Brien.
 214—S. L. Hitchcock,
 E. K. Brehl.

From Division—

- 214—D. G. Parker.
 Wm. Fessenden.
 293—Geo. Hood.
 306—S. E. Kurtz.
 390—Thos. Noble.
 415—Geo. W. Cowan.
 642—Scott Skinner.
 753—John T. Cluff.
 811—F. C. Carlisle.

REINSTATEMENTS*Into Division—*

- 12—E. A. Jarnod.
 26—W. T. Day.
 29—Richard Grant.
 32—W. H. Hoffman.
 James Ackley,
 Frank Jungles.
 61—A. N. Grant.
 65—B. S. Frost.
 99—Harvey Baine,
 L. P. Hirsch.
 134—Wm. Wolf.
 182—W. S. Hobbs.
 187—I. N. Smith,
 J. W. Swales.
 196—A. H. Lanktree,
 W. G. Reed.
 232—Walter Adams.
 233—W. F. Chaney,
 W. R. Wilson.

Into Division—

- 238—Wm. Elliott.
 263—Jas. E. Barrington.
 312—Chas. S. Damerell,
 Wm. W. Glidden.
 352—B. S. Chasshen.
 365—Jas. P. Moynihan.
 372—Ed Blaney.
 392—Geo. Gillam.
 394—A. W. Schmidt.
 396—August L. Staple.
 403—L. V. Davis.
 457—J. F. Clark.
 478—Andrew P. Sprague.
 482—F. G. Chamberlain.
 499—M. T. O'Brien.
 508—Earl B. Carter.
 539—C. B. Patterson.
 569—A. M. Nance.
 584—R. M. Nutter.

Into Division—

- 674—Hy Zimmer.
 693—H. C. Spragins.
 705—Wm. McL. Stahley.
 706—E. Crosby.
 711—R. S. Rowe.
 712—J. L. Gilbert.
 762—W. L. Feriday,
 Jas. Griffen,
 G. J. Griffen,
 R. L. Chandler,
 W. W. Morris.

Into Division—

- H. Welker.
 811—J. W. Reardon, from
 defunct Div. 637.
 815—Wm. Gallagher,
 R. E. Wallace,
 L. M. Sheppard,
 M. J. Keefe,
 T. G. Berry, by ac-
 tion of the Harris-
 burg Convention.

EXPELLED**FOR NON-PAYMENT OF DUES.**

- 4—A. Reid.
 18—H. J. Sidney.
 23—Sam Owens.
 87—A. C. Rider.
 50—Geo. Stoker.
 96—W. J. Pike.
 130—W. L. Northington.
 171—Elmer N. Bayley,
 Herbert Draney.
 177—E. E. Burton.
 225—J. L. Galloway.
 302—John Robertson.
 304—Emil S. Kroske,
 Clarence B. Bramon.
 339—W. J. Angier.
 362—Ira D. Fields,
 W. A. Carlson.
 379—J. H. Taylor.
 389—John Lyons.
 402—W. W. Zimmer.
 492—H. J. Schuck,
 H. O. Fort.
 495—Edw. Ellison.
 502—Ed McElvane.
 508—H. E. Thayer,
 Wm. Neville.
 548—J. R. Larimer,
 B. M. Mills,
 H. T. Spicer,
 J. A. Allen.
 573—S. E. Parker.
 584—R. M. Nutter.
 624—E. W. Rogers,
 J. L. Bent.
 625—Carl T. Franklin.
 697—F. Stribich,
 H. C. Sharp,
 E. S. Alexander.
 703—F. J. McNulty.
 711—J. T. Tillman.
 John Reynolds,
 J. W. Tatum,
 M. B. Tarkington,
 J. N. Hackler,
 W. B. Maddox.
 736—A. G. Harris.
 746—M. A. Sine.
 756—R. L. Fuller.

FOR OTHER CAUSES.

- 4—G. A. Holdsworth, violation of obligation.
 A. F. Frey, non-payment of dues and unbecoming conduct.
 18—A. R. Clawson, forfeiting insurance.
 27—P. J. Pyne, non-payment of dues and forfeiting insurance.
 44—T. F. Lyons, intoxication and unbecoming conduct.
 46—James Stark, violation of obligation.
 250—J. F. Houghwout, non-payment of dues and forfeiting insurance.
 318—G. K. Rush, unbecoming conduct.
 339—W. H. Harrington, forfeiting insurance.
 318—D. A. Doyle, going into liquor business.
 361—Henry T. Jamison, non-payment of dues and forfeiting insurance.
 400—C. A. Bratton, non-payment of dues and forfeiting insurance.
 401—W. R. Viar, non-payment of dues and forfeiting insurance.
 409—J. A. McDougal, violation of obligation.
 448—W. C. Williams, violation of Sec. 51, Statutes.
 599—J. S. McMahon, non-payment of dues and forfeiting insurance.
 600—H. H. Strouse, violation of obligation.
 682—H. W. McDaniels, forfeiting insurance.
 693—Frank S. Reid, H. P. Dempsey, non-payment of dues and forfeiting insurance.
 693—A. E. Meyers, violation of obligation and unbecoming conduct.
 707—Dan C. Grant, non-payment of dues and forfeiting insurance.
 739—Wm. Sexton, non-payment of dues and forfeiting insurance.
 787—V. E. Quartz, violation of obligation.
 807—W. W. Tanner, violation of Sec. 52, Statutes.

The Sec.-Treas. of Div. 432 wishes to state that the expulsion of Bro. M. E. Madden, which appeared in the May JOURNAL, was a mistake. Brother Madden is a member in good standing of Div. 432.

The Sec.-Treas. of Div. 437 wishes to state that the expulsion of Bro. Geo. W. Lynn, which appeared in the May JOURNAL, was a mistake. Brother Lynn is a member in good standing of Div. 437.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

The B. of L. E. Journal.

CHANGE OF ADDRESS.

Name..... Division No.....

Box or Street and No.....

Postoffice..... State.....

OLD ADDRESS.

Postoffice..... State.....

Be Sure and Give Old Address and Division Number.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 686-689.

SERIES L.

OFFICE OF ASSOCIATION, ROOM 1136, B. OF L. E. BLDG.
CLEVELAND, OHIO, June 1, 1918.

To the Division Secretaries L. E. M. L. and A. J. A.:

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 100, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders **PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER.** Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Asst.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
626	W. E. Scott.....	43	395	July 26, 1895	Feb. 24, 1913	Brain fever.....	\$1500	Mrs. W. E. Scott, w.
627	D. A. Scott.....	69	65	June 27, 1891	Mar. 23, 1913	Cerebral hemorrhage	1500	Della M. Scott, w.
628	Theo. Garst.....	35	289	June 3, 1906	Mar. 27, 1913	Drowned.....	1500	Eliza Garst, w.
629	Leslie C. Waters.....	35	777	Jan. 3, 1910	Mar. 29, 1913	Gall stones.....	1500	Zelia Waters, w.
630	Samuel H. Storey.....	58	419	Apr. 4, 1898	Mar. 30, 1913	Heart disease.....	1500	Wm. F. Storey, s.
631	T. J. Tubbs.....	47	702	Oct. 21, 1906	Apr. 5, 1913	Right leg amput'd.	1500	Self.
632	Ruben Mullen.....	43	218	Mar. 30, 1903	Apr. 7, 1913	Killed.....	3000	Cath'ne M. Mullen, w.
633	Thomas Clark.....	55	33	Oct. 25, 1904	Apr. 9, 1913	Pneumonia.....	1500	Mary Clark, s.
634	James Allen.....	32	547	July 12, 1910	Apr. 10, 1913	Tuberculosis.....	1500	Ida Allen, w.
635	August Reising.....	48	727	July 19, 1903	Apr. 11, 1913	Killed.....	1500	Anna Reising, w.
636	Myron Hudson.....	66	263	Apr. 21, 1887	Apr. 13, 1913	Apoplexy.....	1500	Sister and nieces.
637	Wm. R. Copeland.....	63	90	Oct. 1, 1899	Apr. 16, 1913	Infect'd w/o'nd of h'd	1500	Mary E. Copeland, w.
638	C. H. Gunn.....	62	451	May 23, 1895	Apr. 15, 1913	Paralysis.....	3000	Anna Gunn, w.
639	John Yunker.....	52	712	Oct. 14, 1894	Apr. 16, 1913	Killed.....	1500	Mary Yunker, w.
640	Thos. F. McNulty.....	50	94	June 4, 1899	Apr. 17, 1913	Killed.....	1500	Frances McNulty, w.
641	Lewin Pennington.....	61	145	Feb. 21, 1894	Apr. 17, 1913	Nephritis.....	1500	Anna Pennington, w.
642	Jas. McConnell.....	53	316	Sept. 12, 1904	Apr. 18, 1913	Nephritis.....	1500	Ella McConnell, w.
643	R. J. Lewis.....	66	96	Apr. 23, 1892	Apr. 18, 1913	Myocarditis.....	1500	Annie T. Lewis, w.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability	Am't of Ins.	To Whom Payable.
614	J. H. Frazel.....	69	5	Feb. 28, 1882	Apr. 18, 1913	Bright's disease....	\$3000	Elizabeth Frazel, w.
615	J. M. Anderson....	61	342	Feb. 9, 1902	Apr. 20, 1913	Heart disease.....	3000	Annie M. Anderson, w.
616	W. N. Barden.....	66	12	Apr. 5, 1886	Apr. 21, 1913	Arterio sclerosis....	3000	Nettie Barden, w.
617	O. F. Miller.....	82	25	Dec. 26, 1881	Apr. 22, 1913	Old age.....	3000	Mrs. O. F. Miller, w.
618	E. A. Peck.....	61	55	Sept. 10, 1887	Apr. 23, 1913	Nephritis.....	1500	Sarah M. Peck, w.
619	J. L. Corey.....	55	6	Apr. 8, 1892	Apr. 24, 1913	Endocarditis.....	1500	Mary E. Corey, w.
620	Henry Blake.....	45	209	July 29, 1902	Apr. 25, 1913	Left eye removed....	3000	Self.
621	C. F. Dennis.....	61	317	Aug. 3, 1888	Apr. 25, 1913	Pneumonia.....	1500	Agnes H. Dennis, w.
622	W. L. Miller.....	56	212	July 10, 1893	Apr. 27, 1913	Erysipelas.....	1500	Fred W. Miller, w.
623	Chas. Norton.....	45	670	Jan. 24, 1899	Apr. 28, 1913	Bright's disease....	3000	Marie Norton, w.
624	Jas. Shaw.....	81	1	Apr. 26, 1887	Apr. 28, 1913	Old age.....	3000	Wm. A. Shaw, s.
625	Chas. L. Thornton..	34	738	Jan. 6, 1909	Apr. 28, 1913	Right leg amput'd....	3000	Self.
626	Claude N. Suttles..	29	267	Jan. 30, 1913	Apr. 28, 1913	Appendicitis.....	3000	Jessie N. Suttles, w.
627	Ellsworth Lyon....	51	434	Mar. 20, 1903	Apr. 29, 1913	Chronic gastritis....	1500	Katherine Lyon, w.
628	John Hayes.....	68	318	Apr. 23, 1892	Apr. 29, 1913	Killed.....	1500	Wife and as per will.
629	M. S. Hogle.....	36	189	Sept. 15, 1907	Apr. 29, 1913	Perfor' of stomach....	1500	Lillian C. Hogle, w.
630	A. P. Disbrow.....	64	53	Feb. 24, 1883	Apr. 29, 1913	Cerebral hemorrh'ge	3000	Iva M. Disbrow, w.
631	Jas. E. Heberling..	65	513	Mar. 31, 1894	Apr. 30, 1913	Killed.....	3000	Ella Heberling, w.
632	John H. Barker.....	47	606	June 19, 1910	Apr. 30, 1913	Cerebral hemorrh'ge	1500	Wife and daughters.
633	Albt. S. Herbert....	81	53	Jan. 1, 1870	Apr. 30, 1913	Old age.....	4500	Children & grandch'n
634	John Phelps.....	37	524	June 9, 1903	May 1, 1913	Suicide.....	1500	Sister and brothers.
635	Samuel B. Turman..	74	186	Feb. 15, 1882	May 1, 1913	Arterio sclerosis....	3000	Sarah J. Turman, w.
636	J. B. Bennett.....	60	259	Jan. 15, 1892	May 2, 1913	Cancer of liver.....	3000	Matilda C. Bennett, w.
637	Hugh W. Long.....	40	495	June 28, 1902	May 2, 1913	Left leg amput'ed....	3000	Self.
638	J. J. McCorkill....	54	128	Oct. 13, 1893	May 3, 1913	Blood poisoning....	1500	Children.
639	Alfred Nelson.....	49	136	Feb. 1, 1900	May 3, 1913	Killed.....	3000	Wife and daughters.
640	C. P. Willis.....	63	40	June 21, 1900	May 3, 1913	Pneumonia.....	2250	Eva A. Willis, w.
641	Edward H. Line....	56	55	May 16, 1891	May 3, 1913	Hemorrhage.....	1500	Kate F. Line, w.
642	Is. Ewing.....	73	417	Sept. 24, 1869	May 3, 1913	Heart disease.....	3000	Nannie L. Ewing, w.
643	Owen Kuykendall...	39	636	May 26, 1912	May 4, 1913	Typhoid fever.....	1500	Lucy Kuykendall, w.
644	Geo. W. Brown.....	35	267	Dec. 25, 1904	May 5, 1913	Heart disease.....	3000	Susie Brown, w.
645	John Requaadt.....	61	304	July 9, 1897	May 5, 1913	Heart disease.....	1500	Jessie Requaadt, w.
646	Geo. H. Kirkland..	63	253	Mar. 5, 1892	May 6, 1913	Paresis.....	1500	Anna E. Kirkland, w.
647	Frank Farrell.....	58	474	Dec. 9, 1885	May 7, 1913	Heart failure.....	3000	Hannah Farrell.
648	Alva D. Wolf.....	33	50	Mar. 8, 1908	May 9, 1913	Killed.....	1500	Ella G. Wolf, w.
649	Michael Kilduff....	44	171	Sept. 6, 1903	May 9, 1913	Killed.....	1500	Frances A. Kilduff, w.
650	J. S. Smith.....	77	284	Jan. 1, 1889	May 9, 1913	Bright's disease....	3000	Mary E. Smith, w.
651	C. S. Summers.....	56	140	Nov. 19, 1894	May 10, 1913	Ulcer'a'n of rectum...	3000	Mrs. F. E. Summers, w.
652	M. T. Osborn.....	53	290	Aug. 3, 1890	May 11, 1913	Nephritis.....	1500	Florence E. Osborn, w.
653	John L. Norris.....	69	543	June 19, 1871	May 11, 1913	Diabetes.....	4500	Sarah W. Norris, w.
654	Chas. A. Simpson..	62	80	July 20, 1893	May 12, 1913	Rheumatism.....	3000	Grace Simpson, w.
655	Jesse Newell.....	83	244	Apr. 1, 1868	May 12, 1913	Pneumonia.....	3000	Elizabeth F. Newell.
656	Lucas B. Mead.....	53	53	May 29, 1902	May 12, 1913	Myocarditis.....	750	Mary A. Mead, w.
657	Geo. H. Acker.....	53	328	Nov. 16, 1899	May 13, 1913	Bright's disease....	3000	Anna M. Acker, w.
658	B. L. Pratt.....	64	812	Apr. 19, 1887	May 14, 1913	Bright's disease....	1500	Ella O. Pratt.
659	John Sell.....	54	318	Mar. 1, 1898	May 16, 1913	Carbuncle.....	3000	Wife and children.

Total number of claims, 64. Total amount of claims, \$141,000.00.

Financial Statement.

CLEVELAND, O., May 1, 1913.	
MORTUARY FUND FOR APRIL.	
Balance on hand.....	\$219,316 81
Paid in settlement of claims.....	147,885 37
Surplus.....	\$ 71,431 44
Received by assessments 479.	
483 and back assessments.....	\$187,788 21
Received from members carried	
by the Association.....	2,295 17
Interest for April, 1913.....	632 08 \$190,715 49
Balance in bank April 30, 1913.....	\$262,146 93
SPECIAL MORTUARY FUND.	
Balance on hand.....	\$115,215 30
Received in April, 1913.....	21,720 02
Balance.....	136,935 32
Paid for bonds.....	61 10
Balance in bank April 30, 1913.....	\$136,874 22
EXPENSE FUND FOR APRIL.	
Balance on hand.....	\$49,041 55
Received from fees.....	468 79
Received from 2 per cent.....	4,267 92
Balance.....	53,778 26
Expenses during month of April, 1913.,	2,954 08
Balance in bank April 30, 1913.....	\$50,824 18

Statement of Membership.

FOR APRIL, 1913.	
Classified rep- resents:	\$750 \$1,500 \$2,250 \$3,000 \$3,750 \$4,500
Total member- ship March	
31, 1913.....	1,907 41,999 149 18,789 10 8,919
Applications and rein- statements received dur- ing the m'th	
	323 149 36
Totals....	1,907 42,322 149 18,938 10 8,955
From which deduct poli- cies termin- ated by death, acci- dent, or oth- erwise.....	12 128 5 41 5
Total member- ship April	
30, 1913.....	1,895 42,194 144 18,897 10 8,950
Grand total.....	67,090

WEEKLY INDEMNITY CLAIMS PAID MAY 1, 1913.

Cl'm	Div.	Name	Amount Paid	Cl'm	Div.	Name	Amount Paid
313	423	Jas. W. Hall.....	\$20 00	370	442	W. H. Hair.....	\$28 57
314	776	J. T. Varnon.....	51 43	371	88	Geo. O. Trexler.....	15 00
315	523	J. A. Darst.....	106 71	372	130	D. B. Woodland.....	92 86
316	728	G. C. Moore.....	28 57	373	531	P. J. Chery.....	45 71
317	24	Henry Nordman.....	71 43	374	8	L. E. Phillips.....	114 29
318	744	W. D. Eggleston.....	108 57	375	386	M. Persinger.....	22 86
319	197	F. Gayton.....	57 14	376	471	F. Miller.....	45 71
320	177	F. B. Naill.....	20 00	377	33	J. M. Harrington.....	49 29
321	44	E. P. Parker.....	302 86	378	155	J. C. Judge.....	20 00
322	611	W. H. Trower.....	74 29	379	554	W. R. Johnson.....	60 00
323	23	Roy Hiner.....	60 00	380	10	M. J. Fletcher.....	32 14
324	539	W. T. Shields.....	17 14	381	197	W. F. Griffin.....	25 71
325	471	T. S. McDonald.....	14 29	382	177	J. W. Allen.....	60 00
326	444	Wm. E. Turner.....	105 71	383	404	G. C. Webster.....	54 29
327	473	H. P. Hartuppee.....	42 86	384	132	John H. Vail.....	6 43
328	427	R. S. Lyon.....	20 00	385	678	C. L. Miller.....	88 57
329	427	Wm. T. Hinds.....	231 43	386	400	Ed Bixby.....	36 43
330	444	Ernest Will.....	42 86	387	495	A. L. Brooks.....	20 00
331	769	Ira Bass.....	60 00	388	17	D. L. Collier.....	84 29
332	513	A. L. Jones.....	30 00	389	230	W. B. Hopson.....	60 00
333	711	W. F. G. Pond.....	14 29	390	19	J. W. Diesel.....	28 57
334	471	E. E. Gay.....	30 00	391	511	G. W. Hogan.....	48 57
335	18	C. J. Kinne.....	28 57	392	232	Henry J. Jondrow.....	71 43
336	602	E. C. Sabin.....	45 71	393	222	Michael T. Kearns.....	60 00
337	230	M. Dwyer.....	37 14	394	432	J. H. Hollingsworth.....	20 00
338	141	M. J. Brown.....	62 86	395	206	W. B. Conley.....	20 00
339	14	E. N. Kane.....	105 00	396	301	A. J. Herndon.....	25 71
340	301	H. B. Spangler.....	11 43	397	301	E. W. Allen.....	37 14
341	193	Rudolph Engler.....	40 00	398	230	Jas. B. Jackson.....	42 86
342	24	S. H. Waggoner.....	8 57	399	86	Wm. Browning.....	20 00
343	230	Ed Graham.....	17 14	400	8	E. A. Wurster.....	25 71
344	252	J. J. Llewellyn.....	20 00	401	68	John A. Turton.....	12 86
345	559	A. M. Nance.....	45 71	402	724	J. A. Vale.....	21 43
346	197	Wm. Forbes.....	42 86	403	1	A. B. Wallinger.....	45 71
347	146	E. E. Alders.....	261 43	404	606	J. O. Pengra.....	90 00
348	242	T. J. Straughan.....	48 57	405	606	A. T. Carter.....	68 57
349	242	H. M. Tarrence.....	34 29	406	495	C. P. Cassidy.....	11 43
350	801	Wm. E. Hamilton.....	28 57	407	538	Chas. Liddle.....	72 86
351	421	W. H. Seib.....	20 00	408	388	Henry Johnson.....	40 00
352	270	Thos. Kent.....	57 14	409	203	George Saucer.....	62 86
353	86	Willard Russ.....	14 29	410	444	T. C. Jenkins.....	88 57
354	46	V. Groesbeck.....	120 00	411	476	C. B. Patrick.....	20 00
355	630	C. M. Hawley.....	17 14	412	120	C. M. Schriver.....	36 43
356	400	Otha Petty.....	8 57	413	498	J. T. Hughes.....	60 00
357	492	W. P. Moore.....	105 00	*393	385	J. E. Waldron, Adv.....	708 00
358	608	John J. Conlin.....	140 00	*217	3	J. J. Keefe, Adv.....	90 00
359	72	J. J. Colburn.....	30 00	523	19	F. E. Ashbury, Bal.....	440 00
360	538	Fred E. Orvis.....	14 29	525	42	Jos. Mattis, Bal.....	172 14
361	807	F. C. Henry.....	120 00	643	177	L. W. Bates, Bal.....	200 00
362	8	John W. Hunt.....	42 86	908	215	M. H. O'Hearn, Bal.....	340 00
363	527	E. E. Walker.....	91 43	*957	37	F. E. Presler, Bal.....	229 29
364	295	Thos. Bennett.....	7 14	*744	107	J. T. Downs, Adv.....	85 00
365	48	S. B. Childers.....	37 14	*764	336	E. M. Burns, Adv.....	185 00
366	548	T. J. Armstrong.....	180 00	*515	86	J. H. Blackwell, Adv.....	150 00
367	762	Wm. A. Chrisman.....	82 86	272	500	Chas. E. Bishop, Bal.....	430 00
368	523	Carl G. Schultz.....	60 00	*518	177	W. D. Lewis, Adv.....	200 00
369	708	Joe W. McDonald.....	17 14				
							\$3923 72 \$8928 72

Total number of Weekly Indemnity Claims, 107.

*Number of advance Payments on Claims, 6.

INDEMNITY DEATH CLAIMS PAID MAY 1, 1913.

Cl'm	Div.	Name	Amt. Paid
108	267	Wm. M. Eagle.....	\$2000 00
109	219	T. A. Coles.....	2000 00
110	218	Ruben Mullen.....	2000 00
111	141	William Male.....	2000 00
			\$8000 00 \$8000 00

Total number of Indemnity Death Claims, 4.

Weekly Indemnity Claims paid from Dec. 1, 1906, to April 1, 1913.....\$445,211 80

Indemnity Death Claims paid from April 1, 1907, to April 1, 1913.....188,208 57

\$633,420 37 \$633,420 37

\$650,344 09

NOTICE TO INDEMNITY POLICYHOLDERS.

The Third Quarterly Premium for 1913 on your Indemnity Insurance is due and payable to your Insurance Secretary on or before the 20th of June, 1913. Failure on your part to pay this Indemnity Premium, as provided in Sections 23 and 24 of the Indemnity By-Laws, will lapse your policy and leave you unprotected. Be "on time."

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y & Treas.

LOCOMOTIVE ENGINEERS JOURNAL

PUBLISHED BY THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS

C. H. SALMONS, EDITOR AND MANAGER
1124 B. OF L. E. BUILDING, CLEVELAND, OHIO

Vol. XLVII

JULY, 1913

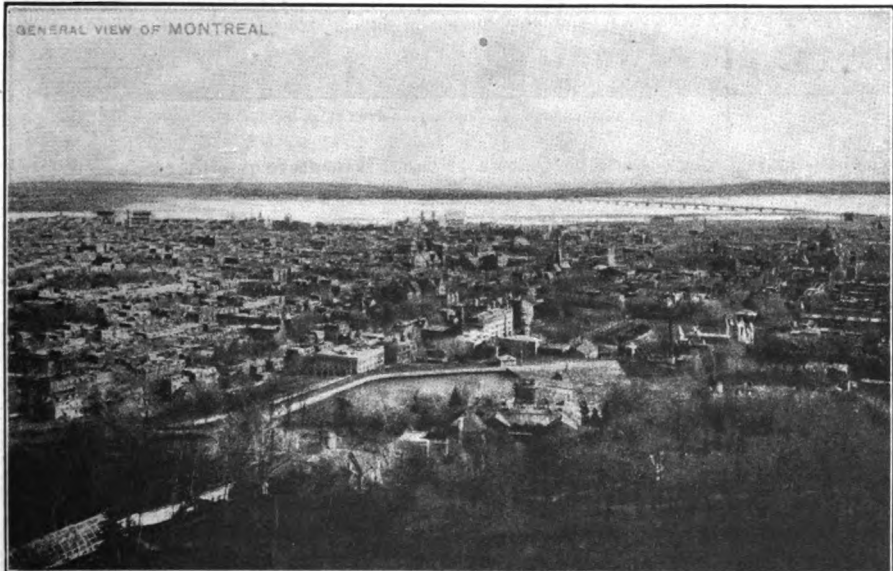
NUMBER 7

Montreal, Canada.

The members of the Brotherhood of Locomotive Engineers in Canada hold annual union meetings and this year they have selected Montreal as their meeting place, with date August 5, 6, 7 and 8; and in choosing Montreal, the first city in importance in Canada, they have made a wise selection, one which offers unusual advantages for those who attend, as the scenery in and near Montreal is very attractive and the great St. Lawrence River, with its rapids, offers a waterway unexcelled. Side trips to

Quebec, Riviere du Loup, Ottawa, the capital of the Dominion of Canada, and other places will surely attract those who desire to attend the union meeting and make the occasion one of sight-seeing as well. And, concluding that many of our members will be interested, we present a series of views of Montreal and brief gleanings from its history.

Montreal is in the Province of Quebec, 120 miles east of Ottawa and 180 miles southwest of Quebec. It lies on the north bank of the St. Lawrence and at the head of ocean navigation, 985 miles



GENERAL VIEW OF MONTREAL, P. Q., CAN.

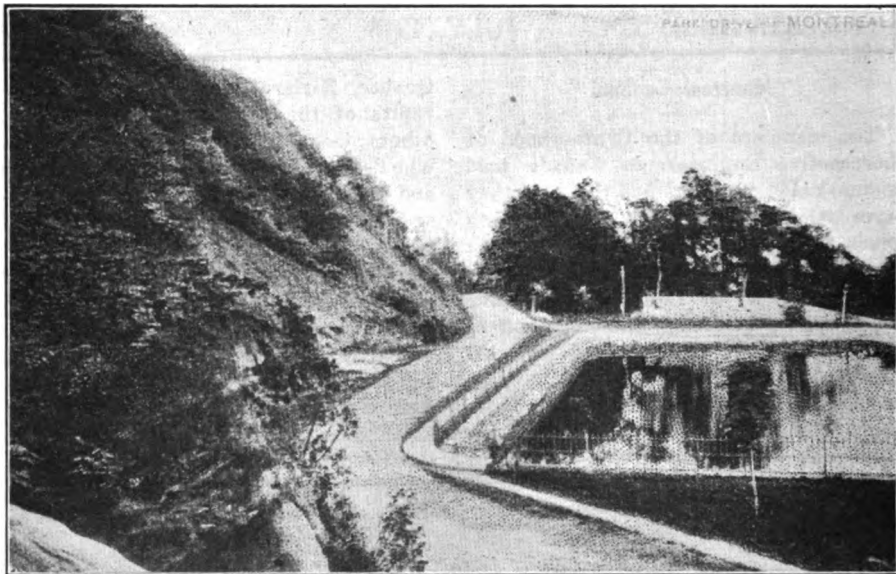
from the Atlantic Ocean, 420 miles north of New York.

Montreal lies in the middle of that great plain which stretches from the Laurentian Mountains north of the St. Lawrence and Gulf of St. Lawrence to the Adirondack Mountains. The rivers which traverse this plain, the St. Lawrence and the Ottawa, fall together at the head of the islands of Montreal, which is 42 miles long and six miles wide. The city is built upon the southeast side of the island at a point where the Lachine Rapids make further navigation im-

possible, the outlook is wide and diversified.

To the south the White, Green and Adirondack mountains may be seen upon the horizon, while in the middle distance a number of rounded eminences arise from the plain which are like Mount Royal itself, the roots of old volcanoes.

Villages Longueuil, St. Lambert and Laprairie make the southern bank of the St. Lawrence, which at this point is two miles wide. Away to the westward the valley of the Ottawa opens out and the river dividing on the island of Montreal,



PARK DRIVE UP MOUNT ROYAL, MONTREAL P. Q., CAN.

possible, and it owes its importance to this situation.

Immediately behind the city rises Mount Royal 755 feet down the river, and the city of some 600,000 souls lies between the base of the mountain and the great St. Lawrence.

Mount Royal was converted into a park by Frederick Law Olmsted, who succeeded admirably in bringing to light its characteristic beauties by obeying the design which nature had already laid down; following the terraces, a roadway was constructed, devious, but always ascending, until after a complete circuit the summit is reached, and from the various levels and different

sends its waters on either side to mingle their dark waters with the blue of the St. Lawrence; and, farther to the west, Lake St. Louis is spread out like a sea, and to the northeast the Laurentian Mountains extend their dark purple, irregular masses. Immediately around the mountain and upon its lower terraces lies the city, a most enchanting panoramic view not soon to be forgotten.

Mount Royal is covered to the summit with beautiful trees and on its crown is a park of some 400 acres made easily accessible by the incline railway connected with the street car system.

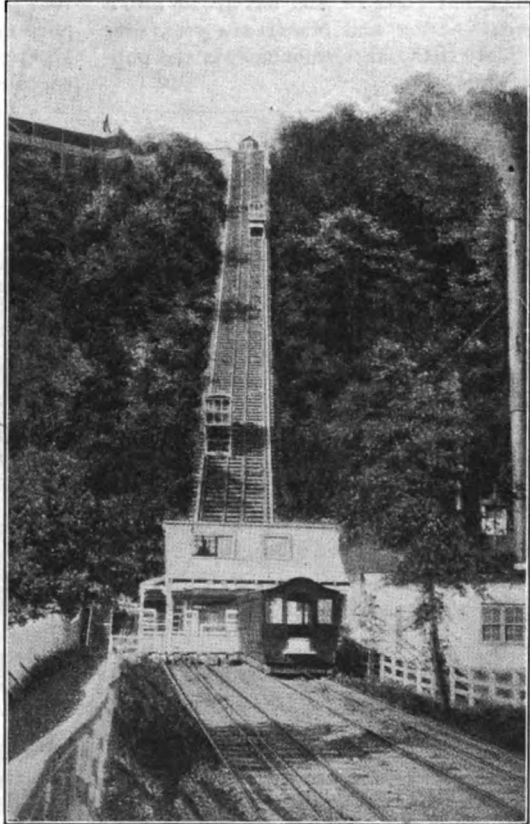
History tells us that the site of Montreal was first visited by Jacques Car-

tier in 1535. He landed upon the island and followed an Indian pathway, "and we (his record says) being on the road, found it as beaten as it was possible to see in the most beautiful soil and the fairest plain; oaks as fair as there are in any forests in France, under which all the ground was covered with acorns. About a league thence we commenced to find the lands tilled and fair large fields full of the corn of their lands, which is like Brazil rice as large or more than peas, whereof they live as we do on wheat; and in the middle of these fields is situated and fixed the said town of Hochelaga near and adjoining a mountain which is in the neighborhood, and therefrom one sees very far. We named that mountain Mount Royal."

The next European to visit the spot was Samuel de Champlain in 1611. He landed at a place he called Place Royal, a name it still bears. He found in the middle of the river an island about three quarters of a league in circuit fit for the building of a good and strong town—"and I named it the Isle of Sainte Helene. The rapids came down into a sort of lake where there are two or three islands and fine meadow lands." By this time all trace of Hochelaga had vanished, leaving only obscure legends.

The founding of the present city dates from 1642, and it was marked by voices and visions, dreams and signs. "Its inception is shrouded in mysticism; but the proposal was to found at Montreal three communities—one of secular priests to direct the colonists and convert the Indians; one of nuns to nurse the sick and teach the faith to the children, white and red alike, and this was at a time when the condition of Indian warfare made it like entering a kennel of wolves. The soldier captain of the expedition was Paul de Chomedey Sieur de Maisonneuve, a valiant and sober man of grave demeanor and full of courage. With this expedition was the devoted Jeanne Mance."

While at Quebec jealous distrust induced the leader to say, "I have not come to deliberate but to act. It is my duty and my honor to found a colony at Montreal and I would go if every tree were an Iroquois." And upon the 17th of May, 1642, this strange expedition arrived at the foot of St. Mary's current, when Maisonneuve sprang ashore on the spot where the Custom House now stands.



INCLINE UP MOUNT ROYAL, MONTREAL P. Q., CAN.

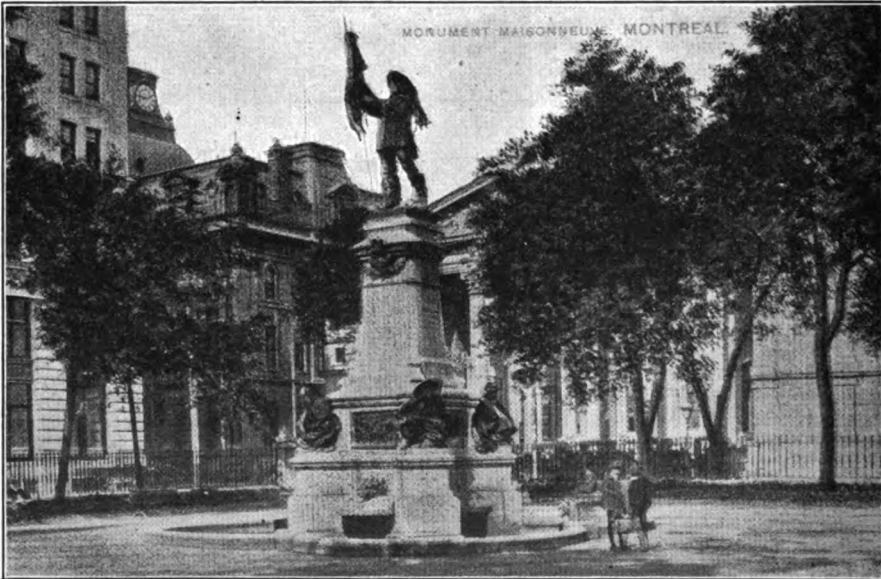
In the words of the officiating priest, Pere Vimont, "Tents were pitched, campfires were lighted, evening fell and mass was celebrated. Fireflies caught and imprisoned in a phial upon the altar served as light. An altar was raised and, kneeling together, the adventurers heard the voice of the priest saying, 'You are a grain of mustard seed that shall rise and grow till its branches overshadow the earth. You are few, but your work is the work of God. His smile is

upon you, and your children will fill the land.'"

But to follow this pilgrimage would involve the story of Christian chivalry. Their work was for France, though the country later was lost to England, a prize Voltaire declared was nothing more than a few acres of snow; but the future destiny of Montreal and of all Canada greatly belies the prejudiced opinion of even the great Voltaire, and has grown into a great nation and Montreal a great city replete with parks, monuments and public buildings.

four corners are life-size bronze figures representing an Indian, a Colonist with the legendary dog pilot, a soldier and Jeanne Mance, all finely done by Philip Herbert, the Canadian sculptor.

The parish church of Notre Dame faces the Square. It is a plain, stately edifice of Gothic architecture, built of gray stone in 1824. It is one of the largest churches in America, being 255 feet long and 134 feet wide, and capable of seating 15,000 persons. There are two towers 227 feet high, provided with elevators, and they contain a chime of ten bells.



MAISONNEUVE MONUMENT, MONTREAL, P. Q., CAN.

In parks perhaps the greatest interest may be found in Place des Armes. It is a small park surrounded by several fine buildings. The interest centers in the beautiful and instructive statue erected in honor of Maisonneuve, the founder of Montreal. He is represented in bronze in the costume of the 17th century, holding a fleur-de-lis banner. It rests upon a fountain and displays of bas-relief represent Maisonneuve killing the Indian chief, the founding of Ville-Marie, the death of Lambert Closse defending his enclosure near St. Lambert hill, the heroic death of Dallard who fell with his companions at the Long-Sault on the Ottawa, and saved the colony. At the

Jacques Cartier Square fronts the river and is adorned with a column and statue of Lord Nelson, erected in 1808. At the head of this Square Frontenac burned four Iroquois Indians in 1696, and it is said with good effect upon the tribe.

Victoria Square is in the center of the city at the foot of Beaver Hall Hill and contains a good bronze statue of colossal proportions of Queen Victoria.

Dominion Square occupies the site of an old cemetery; a pleasant place nicely laid out, and acquires dignity from the imposing buildings on either side, the Canadian Pacific depot, the Windsor Hotel, and on the east the Cathedral of St. James. Near the center of the

Square is a structure containing a figure in bronze of the late Sir John A. McDonald. In this Square have been erected the ice palaces where carnival is king.

That which possibly is of the greatest interest in connection with Dominion Square is the Catholic Cathedral of St. James. It is a reproduction of St. Peter's at Rome, modified to suit the exigencies of the Canadian climate, with sloping roof, etc. This noble edifice was projected by the late Archbishop Bourget in 1852, when his church and palace on St. Denis street was consumed in the great fire of that year. The total length is 330 feet, and breadth 225 feet. At the north entrance is a statue of the founder by Herbert.

St. George's Church, Anglican, is also on Dominion Square. It has a fine stone porch, spire 230 feet high, with a fine chime of bells, erected in 1870.

Of other churches, Le Gros Bourdon has the largest bell in America, weighing 15 tons. Adjoining it is the Seminary of St. Sulpice, erected in 1710 and now used for the offices of the Order. It is a stately, pleasant house built after the model of that of St. Sulpice in Paris, and the altar stands out by itself like that in Paris.

Notre Dame de Lourdes in St. Catherine street is of beautiful architecture in and out, erected in 1854.

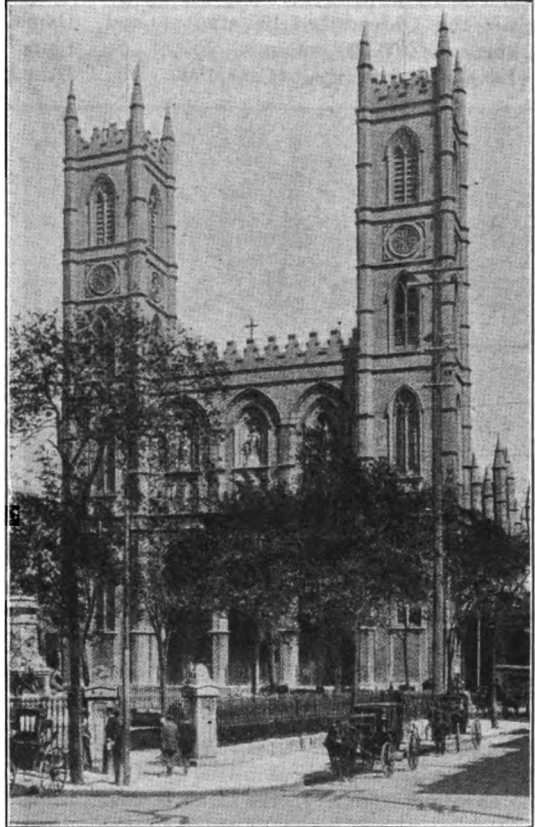
Notre Dame de Bonsecours dates back to 1673, when it was founded by Marguerite Bourgeoise. The present edifice dates from 1771.

The Church of the Gesu on Bluery street, with St. Mary's College adjoining, is the abode of the Jesuits. They returned to Canada in 1847 and erected the present church in 1864. Members of this Order were the first to establish missions in Canada, and an account of their trials affords the most romantic reading of its history. Individual priests penetrated the wilderness and lived and

died often in hideous torment among the savages of the Iroquois Confederacy.

At the time of the conquest they were expelled from Canada and their estates confiscated. Up to 1892 their revenues were devoted to educational purposes, when under arrangements their estates were restored to the Order.

Of the Anglican churches Christ Church Cathedral takes first place in



EGLISE DE NOTRE DAME, MONTREAL, P. Q., CAN.

architectural design. The church is in the form of a Latin cross. The capitals of the columns are carved to imitate Canadian flowering plants.

St. George's Church, Dominion Square, is a very imposing building and contains a chime of six bells.

The principal Presbyterian churches are St. Andrews (Church of Scotland) on Beaver Hall Hill, St. Paul's Knox American, and Crescent in Dorchester street.

St. James is the chief of the Methodist

churches, situated in St. Catherine street. There are some 80 churches in Montreal.

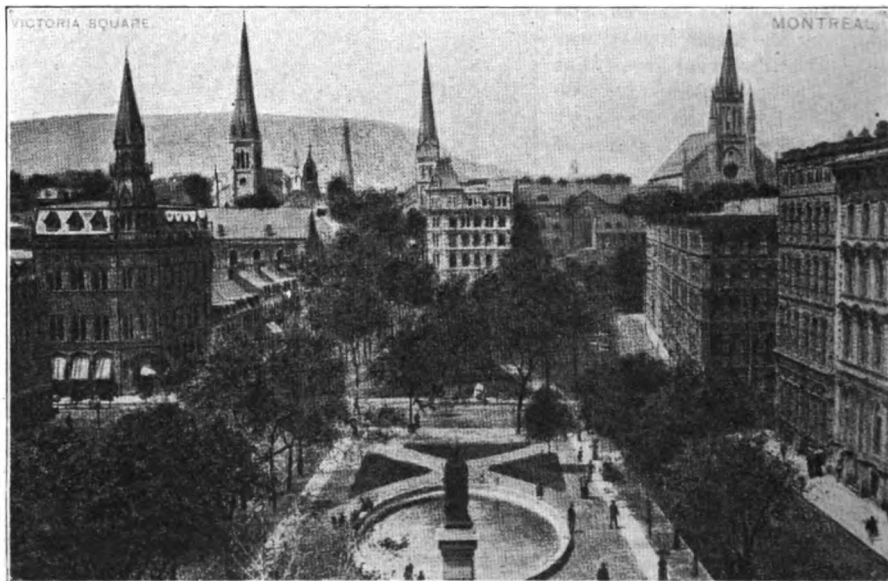
McGill University leads in education, non-denominational, founded in 1821 when James McGill, a native of Glasgow, under a will dated 1811, bequeathed \$150,000 to the Royal Institution for the advancement of learning; but it was not until 1829 that educational work was undertaken. The reference before us gives the University 1,100 students and a library of 100,000 volumes.

Laval University (Catholic) was

Notre Dame were established in 1653, and these ladies have nearly 100 educational establishments in Canada and the United States, and have over 30,000 pupils.

The Montreal General Hospital was founded in 1819.

The Royal Victoria Hospital was founded 1888 to 1890 and endorsed by Lord Strathcona and others, and opened in 1893. Other hospitals are Notre Dame, Western General Hospital for foundlings and infirm, and Alexandria Hospital for contagious diseases.



VICTORIA SQUARE, MONTREAL P. Q., CAN.

founded in 1852 by the Quebec Seminary, which itself was founded in 1663 by Mgr. de Laval Montgomery, the first Bishop of Quebec. Laval operates under a royal charter signed at Westminster, Dec. 8, 1852, and under a bull issued by the Sovereign Pontiff Pius IX April 15, 1876; and a branch of Laval University was established in Montreal in 1877 and now attended by some 400 students. The Seminary of St. Sulpice is associated with and a part of Laval University.

St. Mary's College is conducted by the Jesuits, and adjoins the Church of the Gesu, where 1,200 students receive excellent training.

The Sisters of the Congregation of

Among other public buildings of special interest are the City Hall, Court House, Art Gallery, Frazer Public Library, Canadian Pacific and Grand Trunk Railway stations and offices.

Montreal not only stands at the head of ocean navigation, but is the head banking center of Canada and is the center of many outing places of interest and pleasure.

Tourists and visitors will find the general information bureau at No. 4 St. Lawrence Boulevard. For information relative to Montreal ask for leaflet issued by the street railway entitled "Trolley trips in and about Montreal."

At the union meeting there will be

committees, women and men to answer all inquiries, and that those who go may be familiar with some of them, we here-with present halftone pictures of members of the Brothers promoting the meeting and who will be the principals in carrying out the interesting program.

For particulars of the meeting see the Link Department of this issue.

EDITOR.

[Gleanings from *The Americana*, *Chambers Encyclopedia* and *Montreal Pamphlet*.]

three games of baseball played upon it simultaneously, which will give you some idea of its extent. It is bare save for one tree, a great beech standing about midway of the eastern side.

But suddenly I was aware of another sound, a soft, stealthy rush of something toward me. Instinctively I shrank into a crouching posture, ready to run in any direction, while my scared eyes scouted for the enemy. There towered between me and the vanishing moon an enormous, ghostly creature, like an afreet in a swirl of dark vapor. It swept by,



THE NEW WINDSOR HOTEL, MONTREAL, P. Q., CAN.

A Fourth of July Incident.

BY HOWARD FIELDING.

(Copyright, 1910, by American Press Association.)

It was the night succeeding the Fourth of July, past 1 o'clock, a hot, tense night with a wild sky. The west was all solid black, a monstrous cloud perfectly level on top, and half the moon shone over it with undiminished splendor, while the other half was cut clean off.

I was returning home from visiting a patient, a poor person living on the outskirts of the town, and had taken a short cut through a field because of the threatening storm. The field is privately owned and publicly used. I have seen

almost within touch, and at the same instant the first chill breath of the approaching storm struck through the humid warmth of the night.

The thing that passed me was a balloon, the car just clear of the ground. It fled eastward across the field, and the big beech-tree seemed to reach out and seize it. There was something so remarkable in the interposition of this solitary object in the airship's path toward destruction that I had the impression of a rescue, and my hands instinctively clutched.

I had not seen the car clearly, but my confused notion was that it contained several persons, and I looked to see them

clambering out as I ran toward the spot. Nothing of the sort happened. There was no sign of human presence. The car swung higher than my head, and I could not be sure that there was not some person lying in the bottom of it. If so now was his last chance, for at any moment the inevitable tempest might come and the balloon go whirling over the quarry into the rock-walled gorge of the river.

I jumped and caught the rim of the car and pulled myself up till I could look over. I saw a prone figure and a start-

of it, and it was foul of everything in the car, and the girl was tied to the other end like an anchor.

I got out a small penknife, which was all I had, and sawed away with a dull blade, while horror lengthened every second to five minutes. If the balloon should break away and the girl be dragged after it—the thought froze my vitals. And when at last that rope was severed the breath went out of me in a great sob.

I had not dared to jump out to untie the rope lest I should dislodge the bal-



ST. JAMES CATHEDRAL, MONTREAL, P. Q., CAN.

lingly white face very close to mine—a girl's face. I can shut my eyes now and see it just as it looked then. Another moment and I had scrambled into the car beside her.

She was unconscious, seemingly in what is popularly known as a "dead faint," her hands thrown up over her head and clinched upon some cordage with a grip not easy to break. I fastened a rope under her arms and lowered her to the ground, and just then the squall struck. I felt the balloon struggling in the embrace of the tree and knew that it must break away, but meanwhile I could not get to the end of the rope by which I had lowered the girl. There seemed to be a thousand fathoms

loos, and indeed that was just what happened when I started hastily to climb from the car. While I still hung over the edge the airship burst its moorings and began to soar. I let go and dropped in the darkness farther than I cared about, perhaps 20 feet, but it seemed a mile.

My bones held, and presently I was afoot again after lying long enough to get my breath. There was a weakness in my knees, and my head swam, but the sense of responsibility tended to restore me, for the girl under the beech-tree was my patient, requiring my immediate attention.

It may have been the cold rain upon her face that had revived her. At any

rate she had regained a sort of consciousness and had raised herself upon one arm. As I carried her into the shelter of the tree she uttered some incoherent words, but her first intelligible utterance was this, in a tone of awe-stricken surprise, childish and charming:

"Did I come down?"

"Wasn't that your intention?" said I. "You can't have meant to stay up."

"Am I in Stockton? Where are all the people? Oh, it's night! They've all gone home."

With that she began to cry.

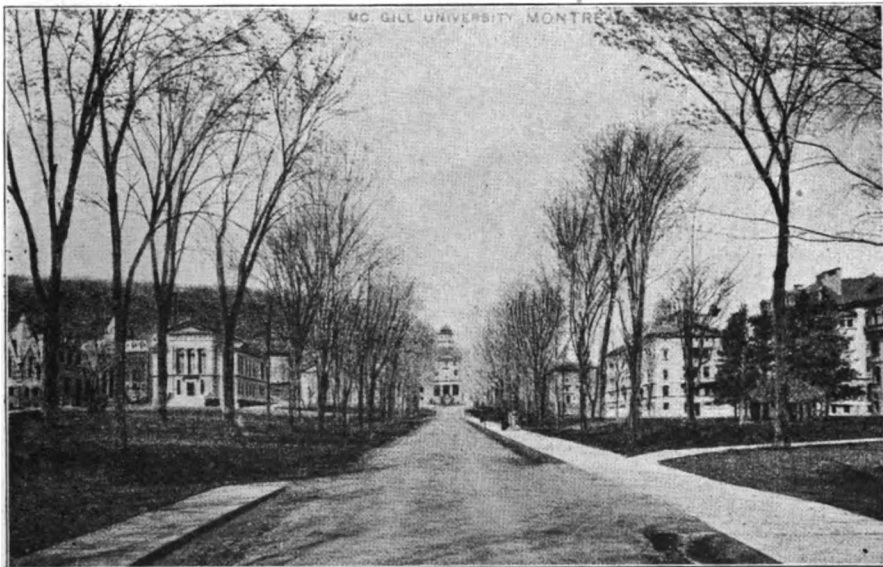
alone. This was a relief, for she had said "father" several times, and I had at first feared that her father had ascended with her and had met with some accident.

"There was an anchor in the car," said I. "Why didn't you throw it out?"

"I didn't know how," she answered, "and then I fainted—oh, I don't remember how many times—whenever I looked down."

"But why were you so frightened?" I asked. "What went wrong?"

"I couldn't do anything," she said.



M'GILL UNIVERSITY, MONTREAL, P. Q., CAN.

Her mind was not yet clear, and for some minutes she favored me with odds and ends of comment upon multitudes of people, all of whom were looking at her. "And they didn't know"—that was the recurrent phrase upon her lips. All those people looked at her, and there was something that they didn't know. I could not make out what. She seemed to conceal it intentionally, as if it were a secret.

Evidently she had made the ascent in Stockton, which is fifty miles from Garrison's field, where we two strangers, so miraculously met, sat under the beech-tree in the wild storm, but I learned little else about the matter except that she had sailed the air

"I thought I knew something about it, and I didn't. It all went out of my head."

"Had you had much experience?"

"Experience?" she repeated.

"Had you been up often before?"

"I never was up before," she answered, and by the flare of lightning I saw the childish terror in her big blue eyes.

"In heaven's name," I cried aghast, "who let you go?"

"They didn't know," said she.

I was silent, thinking, but the picture of the balloon dashed to pieces, as it must have been by that time, and the wreck of it hanging to a precipice or drifting down the river somewhat overpowered my reasoning faculties.

"You mean," said I at last, "that the people in Stockton thought that you had had experience—that you were a skilled aeronaut. You made them think so?"

"Yes. I knew enough for that."

"But why did you do such an insane thing?"

She did not answer.

"Is your father a balloonist?"

"Yes."

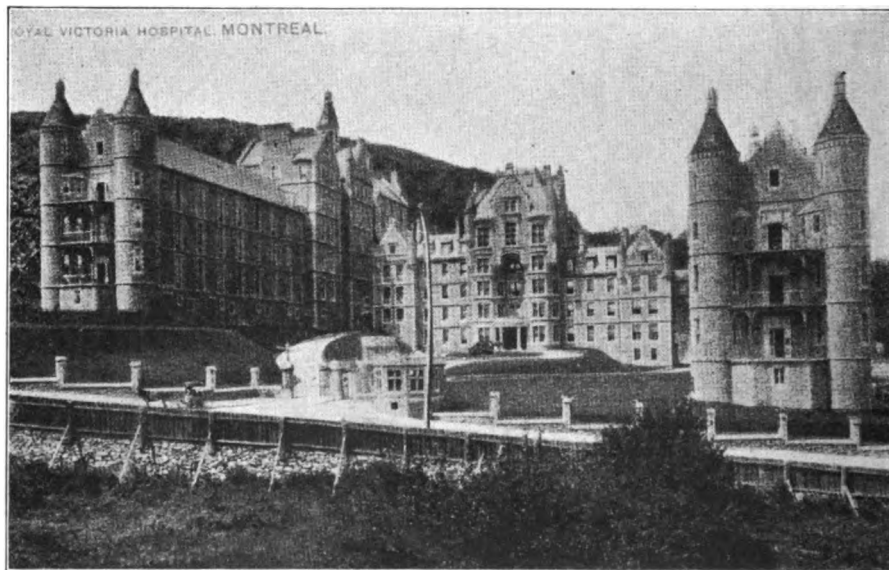
"It was he that was to have made the accent?"

"Yes," she answered, with evident reluctance.

his place? He might be a drunkard. It was all that I could think of, and the possibility of it cut me off from farther questioning along that line.

"Where do you live?" I asked when she had ceased to weep.

She was silent, and so was I. We sat there in the black darkness interspersed with dazzling illuminations from the heavens, sheltered by the broad trunk of the tree to windward and by the unusual thickness of its foliage so that the ground was dry beneath us and for a little space around.



ROYAL VICTORIA HOSPITAL, MONTREAL, P. Q., CAN.

It had seemed to me that she was rather shabbily clad. I mean that her attire as I saw it in the glare of the lightning somehow gave me the impression of a "best dress" which had seen too much service.

"You were obliged to have the money," said I. "Your father had engaged to go and could not. The balloon was already there, and all was prepared. You went in his place. Is he ill?"

"No," she answered and again burst into tears.

I knew not what to make of it. Her father could not be dead. She had spoken of him in a way to make me sure that he still lived. What was the explanation, then, of her having taken

"I would rather not tell you any more," she said after a long interval, and there was something that went straight to my heart in her manner of speaking—a natural candor and trustfulness, a gentleness that was pained even by so small a matter as the refusal to satisfy my curiosity. Such were the traits that I divined in her.

"Tell me as little as you please," said I. "It seemed that I must learn something about you in order to serve you properly in this extraordinary situation, but it might have been more kind to give you a bit of information first. My name is Harold Latimer. I am a doctor, a bachelor, a ball player and an amateur balloonist, like yourself,

having just made my first ascension. I am six feet tall and weigh 200 pounds except when I fall out of a balloon as I did just now; then I weigh a ton."

"Where is it?" she said, with a shudder.

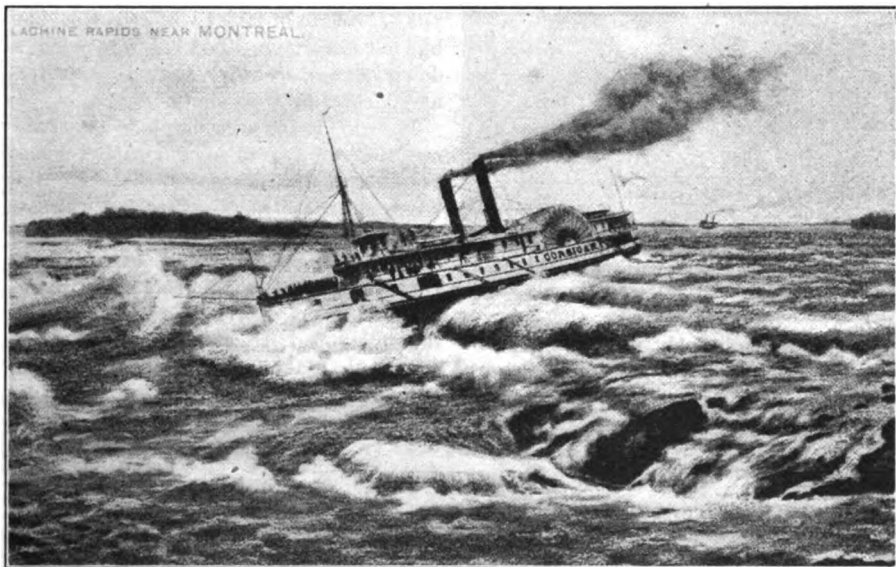
"The balloon?" said I. "It is gone—wrecked, I fear, but that's my fault, for I should have fastened it. I will assume the financial responsibility for its loss. Who owned it?"

"Father," said she. "It was a very old one. I am glad it is gone. I don't want any one I care for to go up in one again."

with him then, but prudence comes with age. I have not heard of him lately."

"He gave up ballooning for some years until recently," said she. "There is so much of it now in the papers that he took it up again, hoping to make some money."

She proceeded to tell me that the Fourth of July committee of Stockton had offered her father a good sum for an ascent and that she had received it just before leaving the earth's surface—with very little hope of returning to it alive, I judged—and that she had sent the money home by her small brother,



SHOOTING THE LACHINE RAPIDS NEAR MONTREAL P. Q., CAN.

"If we should become friends," said I, "so that I might be included in the suburbs of that wish, so to speak, you have my promise that I will not navigate the air. Once is enough for me."

And then I told her how she had come sailing across the field and how the good beech-tree which was now our roof against the storm had stood in her path so that she might come to no hurt.

"My name is Lucy Calderwood," she said.

"John Calderwood's daughter!" I exclaimed. "Why, I remember him. I saw him make an ascent from this very field fifteen years ago or more. I would have given the tip of my ear to go up

who was present. But why she had done this suicidal act she would not say. It was not for the mere money.

The rain was now over, and she walked with me to the house of my father, where I then lived. My father is a rock-ribbed Yankee and impervious to surprises, but my mother is a Southern woman bred in the extreme of conventionality. Her emotions at sight of her son coming home at 2 in the morning with a very beautiful girl whom he had met in a manner so irregular I leave to the imagination.

Now, the rest of this is a love story, and I have no art to tell that sort of tale. Moreover, it ran very smoothly and might seem tame in print. There



BRO. JAS. BIGGS, CHAIRMAN EXECUTIVE COMMITTEE,
MONTREAL UNION MEETING.

is, however, a mystery to be cleared up, and here is the fact about it.

John Calderwood had become a drunkard—not a steady toper, but a victim of periodical sprees. Under the influence of liquor, on the afternoon of July 3, he had stolen a sum of money from his employer in an absurdly open manner. For this offense he was arrested on the morning of the Fourth.

There was but one way to return that money, and Lucy took that way. She gave her life for it, as I may fairly declare. She sent it by her brother to her father's employer, a kindly person whom I have seen turn pale at the mere mention of this occurrence.

John Calderwood was released, and if there is a man on earth who can be depended upon to go to his grave without touching liquor again I think my recently acquired father-in-law is that man.

A Lively Fourth.

BY T. DEWITT BOWMAN.

(Copyright 1910, by American Press Association.)

Crack!

"Oh, dear, the Fourth has opened! I

hope it's time to get up." I looked at a clock. The hour hand stood at 5, the minute hand at half past 5. I turned over and was dropping into a doze when—Snap—

That ended it. I was wide awake and must lie abed for two hours. Worse, I must listen to the firing, which came at nerve-wracking intervals.

I had been invited to spend the day with the Hunters at their country place. Tom Hunter, my chum, and his two sisters, Margaret and Josephine, constituted the junior members of the family. Margaret was an extremely ladylike young woman of 20. I was sweet on her but her sister Joe, aged 17, was such a disagreeable creature that I hesitated about entering the family.

The explosions all took place very near my window—indeed so near that I could see the sparks and smoke above the casement. I suspected that Joe was setting them off for the express purpose of annoying me. All doubt of this was removed when I saw a firecracker dangling at the end of a string right before my window. It sputtered just long enough to make me dread the explosion,



BRO. R. CRAIG, SECRETARY EXECUTIVE COMMITTEE,
MONTREAL UNION MEETING



BRO. WM. SPENCE, MEMBER EXECUTIVE COMMITTEE,
MONTREAL UNION MEETING.

which was the more harrowing when it came. Then I heard an idiotic te-hee.

They say boys between 15 and 21 should be barreled up and put away. There are some girls between those limits who should be walled in. Joe Hunter was one of them.

After two hours of discomfort I arose, dressed and went down to breakfast. The family were all very jolly. Some people could sleep peacefully on a battlefield. None of the family seemed to have been awakened by Joe's firecrackers. I had a headache. If the noise hadn't continued I should have liked to go back to bed. Joe had the assurance to ask me if I had slept well.

I thought that I would take occasion, having a whole day before me, to settle matters with Margaret Hunter, to whom I had been paying attention. Indeed, it was expected that I would propose at no distant date, and as I would be welcome in the family the event was looked forward to by them with pleasing expectation. As I have said, the only thing that delayed me was my antipathy for Joe. But no such ordinary matter as a dislike for a member of a girl's family will long

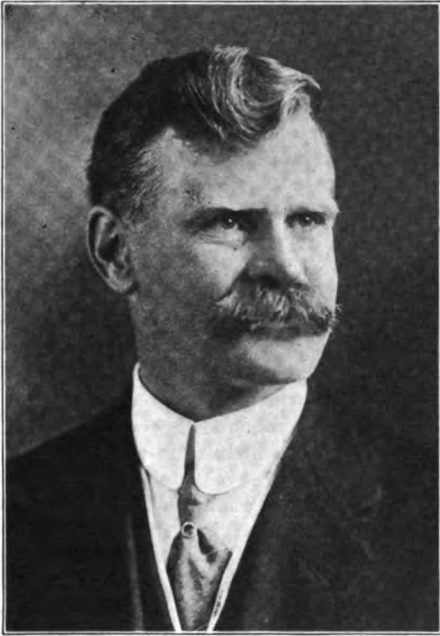
deter a lover, and I had made up my mind if I should meet with a convenient opportunity I would go back to the city after the Fourth with my fate settled.

Since the family expected that I was about to make my proposition it was natural that Joe should know all about it. Whether she did or did not I don't know, but one thing I do know—notwithstanding both her sister's and my efforts to "shake" her she persistently kept tagging about after us. Did we sit on the piazza, she came and occupied the hammock. Did we go out to sit under a copper beech-tree whose hanging branches formed a convenient screen, she must come and poke her nose in under pretense of having lost something there. Margaret in order to get rid of her took me up into a cupola, and the fiend came up, saying that it was the only place from which she could see the paper balloons that were being sent up. There was not a balloon in sight, but she stayed in the cupola waiting for one.

There was nothing for us to do but go down. Joe went down with us and was not away from us long enough for me to enter upon, much less finish, what



BRO. W. RUTHERFORD, MEMBER EXECUTIVE COMMITTEE, MONTREAL UNION MEETING.



BRO. C. WRIGHT, MEMBER EXECUTIVE COMMITTEE,
MONTREAL UNION MEETING.

I had to say to Margaret. Luncheon came and nothing accomplished. After the meal I stole away to get a nap under a tree some distance from the house. I was falling into a doze when a cracker exploded within a foot of my ear. I looked around, but, of course, could see no one. I tried to doze off again, but another cracker came, then another and another. I knew very well who was throwing them. It was Joe. But it was impossible to get a sight of her. I got up, went to my room and got a brief nap. Why she consented to let me sleep I don't know. Perhaps she was busy annoying someone else.

About 5 o'clock I met Margaret on the piazza and proposed a walk. We both looked about furtively to see if Joe was within sight or hearing. There was no trace of her. We started, following a secluded path through dense shrubbery. We passed on to a rustic bridge leading over a creek. I paused and leaned against the rail. Margaret did the same, both of us facing the roadway. Feeling safe from interruption, I began my declaration.

"Margaret," I began, "it is time that

I should tell you of that feeling which has gradually been rising in my breast ever since I have known you. I have had ample opportunity to observe your beautiful character, your kindly disposition and your native purity. I know that it is presumption in one so unworthy as myself to aspire to be anything more than a friend. I feel!"—

Crack!

The sound was so near me that it shook every nerve in my body. I could not only hear it, I could feel it. But I couldn't see it, for it was directly behind me. Indeed, the explosion occurred at the end of my coat-tail.

It was followed by another and another in rapid succession. I turned, but the explosions turned with me.

Someone had tied a bunch of fire-crackers to my coat-tail.

I could neither see nor reach them, for as I turned they turned with me. I endeavored to take hold of them, but only turned faster and faster like a dog running around after his tail. Then I backed up against Margaret, that she might relieve me of them, but she gave a little shriek and retreated.

"Take them off!" I cried.



BRO. W. L. STEVENS, MEMBER EXECUTIVE COMMITTEE,
MONTREAL UNION MEETING.



BRO. GEO. LOWE, MEMBER EXECUTIVE COMMITTEE,
MONTREAL UNION MEETING.

"I don't dare. They'll set my dress afire."

True, dressed as she was in thin white muslin, a spark from the pesky things might ignite it and cause a tragedy. An opportunity to stop the horrid snapping occurred to me. There was water under the bridge. I ran down there, feeling like one pursued by cracking rifles, and, squatting in the creek, had the satisfaction after a few muffled snaps beneath the surface of being relieved of the annoyance.

My white trousers were wet nearly to the knees. My coat-tail was dripping. I was in no condition to continue a declaration of love. By an unexpressed consent we turned and walked rapidly to the house. We had not taken a dozen steps when we heard what I had heard before when rising that very morning—an idiotic "te-hee!"

Then I knew that we had been preceded by Joe; that she had taken position under the bridge and had tied the crackers to my coat-tail.

On reaching the house Margaret showed me a rear entrance where I could go up to my room without being

seen. There I took off my trousers, wrung them out, sat on them in lieu of ironing and when they were dry enough to put on went down and joined the others on the lawn. Joe was there and when I approached looked at my trousers with well feigned surprise and asked if I had been bathing with my clothes on. I turned my back upon her without reply.

All waited till it grew dark enough to set off the fireworks, of which an abundant supply had been provided. I was determined to have matters settled between Margaret and myself, and as soon as the pyrotechnic display commenced I led her away. Someone saw us and asked where we were going. Margaret, equal to the occasion, replied:

"To the cupola. We can there see not only our fireworks, but those all about us."

Following the suggestion, to the cupola we ascended. But I paid no attention to what was passing below. This was my last opportunity to get in my proposal, and I hastened to avail myself of it.



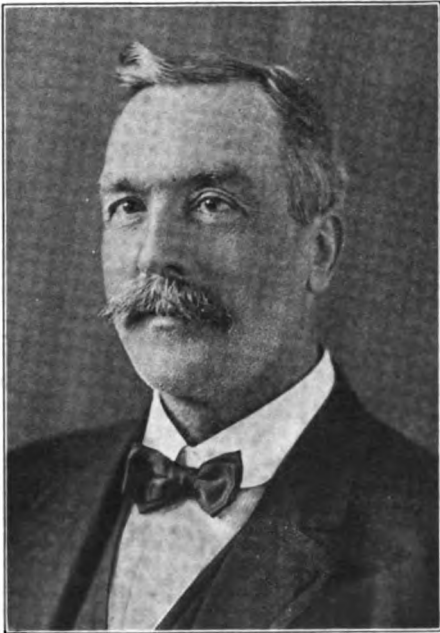
BRO. W. RICKEY, MEMBER EXECUTIVE COMMITTEE,
MONTREAL UNION MEETING.

"Margaret," I began again, this time taking her hand, which she did not withdraw, "I was about to say to you this afternoon when interrupted that from the first moment of our meeting I have been impressed with your beautiful character and, though I know it is presumption in me to"—

Whiz!

A rocket screeched not half a dozen feet above our heads.

I looked down on the lawn and by the red light saw Joe, assisted by a couple of her boy friends, aiming an-



BRO. J. TORRENCE GRAHAM. MEMBER EXECUTIVE COMMITTEE, MONTREAL UNION MEETING.

other rocket directly at the cupola. We had barely time to get down on the floor before the fiery thing shot with its horrid noise above us. It was followed by a discharge of roman candles, the balls of which fell either on the roof of or in the cupola. There was nothing for us to do but beat a precipitate retreat. Margaret lost her head completely and ran down the steep staircase so fast that she fell. Catching her up, her head fell upon my shoulder.

"Sweetheart! Margaret! Dearest! Speak to me!"

After all my proposition had come—not, as I had intended it, in formal words, but from the heart.

The most eventful Independence day in my life was over—eventful not only that I had been accepted by the girl I loved, but on account of the difficulties under which I had made my proposal. I have now been married some years, and, although I must admit that my sister-in-law has grown to be a sedate woman, I have never forgiven her the levity that caused me so much trouble.

She has a daughter who is as much of a madcap as her mother was when a girl.

That Old Flag.

BY CALEB DUNN.

Brighter than ever is that old flag that smiles on us today.

And brighter still its stars shall grow as ages pass away;

Their light the brightest light of hope for man shall ever be—

The glory of the grandest flag that waves on land or sea.

It has ever been the symbol of our greatness in the past.

Its spirit shall be our hope and guide as long as life shall last.

For the souls that reared that standard, and first raised it toward the sky.

Resolved that long as freedom lives that "banner shall not die."

O grand old flag! fraternal love thy glory e'er shall crown.

And from the ramparts of our land no foe shall tear thee down!

There thou shalt ever wave, as thou art brightly seen today.

The pride of all true hearts that beat beneath the blue and gray.

Thou smilest on the noblest blood the world has ever known.

Whose signet of nobility is simple nature's own;

The blood of all the people who to liberty are true.

Though they be rich, or they be poor, the high and lowly too.

'Tis found within the cottage where the toiler's baby lies,

As well as in the cradle of the richest 'neath the skies;

'Tis not the blood of arrogance, that seeks its power to win

By pride of birth or caste—that superannuated sin.

No hostile power can ever change the color of that blood,

That bears the seal of nobleness, stamped by the hand of God.

Oh, dark indeed would be our hope for future liberty.
 If that old flag of stars and stripes should ever cease to be!
 For it alone, unsullied there, with all its folds unfurled,
 Is Freedom's dearest gift to man—the safeguard of the world.
 It symbolizes genius, and the work that it has done—
 The grandest, best achievements that God's sun e'er smiled upon.
 It tells of splendid palaces that people ever see,
 Where'er the white-winged birds of universal commerce be;
 It tells of mighty threads of thought that with electric band
 Girdle the earth—the wondrous work of men born in this land.

And as the ages roll apace, that flag shall ever grow,
 With the lustre of new triumphs that our genius shall bestow;
 And glorious as its record is—a monument sublime—
 It shall e'er increase in glory with th' increasing years of time.
 For when that flag was first unfurled, 'twas with this stern decree
 That long as man be true to man, in this land of the free
 Those stars shall be our hope, that flag shall never cease to be!

Compliments of Solomon Close, Post No. 85, G. A. R., Stamford, Conn., and Div. 77, B. of L. E., 123 Myrtle avenue.

How Tommy Atoned.

BY AGNES G. BROGAN.

Dorothea sighed. "Men," she informed the bull terrier, "are a most unworthy lot. I wish I were a nun." Thereupon Dorothea fastened her flimsy frock up the back and took a last approving glance at herself in the mirror. This sudden desire upon Dorothea's part to be safely cloistered from the attentions of the disappointing male was the outcome of her twenty-fourth irrevocable quarrel with Dick. Paul Richard Walton was the name by which the dignified young lawyer was known among his associates. But who could be dignified with Dorothea? And who with the most determined purpose in the world could steel his heart against Dorothea? Certainly not this young man who had entered her father's office as

humble assistant and had won for himself by patient effort a partnership in the old law firm. But from the moment when Dorothea's eyes had twinkled in his direction it had been all up with Paul Richard.

In vain he impressed upon himself her remote and exalted position; in vain he resolved to flee from her wicked cajoleries. Dorothea perched herself upon the arm of her father's imposing leather chair, while her eyes mocked and coaxed and reproached him in turn. Their engagement had been accomplished, it seemed, in order to prove the old adage that "the course of true love never does run smooth," for the consummation of Richard's fondest hopes was but the beginning of a series of disagreements leading up to this later and bitter one, which seemed destined to be the last quarrel of all.

At first Dorothea's father had utterly refused his consent to the match. The family had other views for their only daughter, and families can be very disagreeable about views. Then when Dorothea had persuaded her father to apologize and to invite Paul Richard out to dinner that young man's humble though prudish mother had demurred in a most surprising manner as to the apparently frivolous character of her son's choice.

"The idea!" exclaimed Dorothea when



GROUP ATTENDING JACKSONVILLE UNION MEETING.

R. H. Lippman 353; Mrs. P. J. Burke 280, G. I. A.; C. C. Craig 353; Mrs. W. H. Maxey 280, G. I. A.; E. J. Phillips 253. Carl Craig, Mrs. E. J. Phillips 27, G. I. A.; Mrs. J. S. Stanton 27, G. I. A.; J. S. Stanton 353; Mrs. C. C. Craig 27, G. I. A.

—Courtesy Bro. C. C. Craig 353.

the disapproval had been made plain to her, and—

"The idea!" exclaimed Paul Richard in stronger terms. But when the mother's prejudices had disappeared before Dorothea's sunny smile a truce was again declared, and the young people settled down to enjoy their new-found happiness. Now, the offending element was no less a person than Dick's freckled face office boy. That this impertinent young rascal should have presumed to inform Dick of Dorothea's innocent drive with an old sweetheart, returned from the West, was most annoying. But that Dick would consent to listen to a boy's chatter concerning his promised wife—this was to Dorothea not only incomprehensible, but unforgiveable. She had promptly dispatched a note to Paul Richard plainly stating her opinion of such conduct, and she longed to tell that grinning office boy just what she thought of him. Dorothea would have done it, too, had she not been afraid of crying. Surely matters were humiliating enough as it was without making a spectacle of oneself before a presumptuous boy.

Dick had always been foolishly kind to Tommy Ryan. Had he not once spent an entire evening away from Dorothea's side that he might sit with the boy who was ill? So when Dick sent a curt reply to her accusation of disloyalty, intimating that her drive with Bobby Mahew still remained an unexplained fact and making no secret of his jealous displeasure, why, there was nothing left for Dorothea to do but to inclose that beloved glinting ring in cotton wool and send it post-haste to its unreasonable donor. When she had completed this task Dorothea donned her prettiest frock and sat down to wait with spiteful satisfaction for Richard's repentant return. But, oh, wonder of wonders, Paul Richard came not at all! Days passed, and weeks, and dreary, gloomy months. The young lawyer grew stern and silent, while the young maiden was seemingly gay and merry. Her gloomy moments, like her gloomy thoughts, were only known to the bull terrier. And often as Dorothea bent low over her silent confidant there would be an unaccountable damp spot upon the

faithful head, which caused the dog to raise his eyes in eloquent sympathy.

And then Paul Richard was taken desperately, dangerously ill. Father looked at Dorothea curiously as he told the news one night.

"Allowed to see no one," he finished briefly—"delirious most of the time—typhoid."

Dorothea crept numbly up to her room. "Do you think," she asked the terrier fearfully, "that he will die? And—does he care for me still, I wonder? Because if I thought that he cared I would go to him now—tonight. But how can one tell? Men change. Perhaps he was glad after all to be free. He did not wish to love me," the girl went on musingly. "I—I made him do it. He always said my horrid money kept him from me, but now—if I could only be sure that he cared"—

Dorothea sprang to her feet. "Love!" she cried contemptuously. "Love!" If he had known the meaning of the word could he have remained silent, could he have stayed so long away?"

When Paul Richard, turning restlessly upon his cot at the hospital, looked up once more with rational, seeing eyes, the nurse held out to him a great bunch of roses—bride roses they were—filling the room with their fragrance. For a moment the bright color flamed in the sick man's face, and with an eager motion he reached for the accompanying card.

"I will read it to you," the nurse offered, and the admiring client who had bestowed the bouquet would not have been flattered at his attorney's sudden lack of interest in his gift.

"Take them away," Richard said testily. "I can't bear—flowers."

Dorothea had known a pretty fashion of wearing roses in her hair. Down low she wore them, tucked into that wavy knot just below her little ear. The fragrance had been wafted to him across the musty lawbooks, he remembered, when she had sat there in her father's chair, so invitingly near and yet so seemingly far away. Why had she bridged the forbidding chasm of wealth and caste only to leave him with heartache and memories in the end? Or had she real-

ized her mistake perhaps with the return of her old-time lover?

She had been with Bob Mahew much lately. Tommy Ryan kept him informed of these occasions. And who could stem the tide of Tommy's garrulous tongue? For this she had blamed him rightly, and yet Tommy was a staunch friend, his unconscious comradeship as free from impertinence as that of a child. That the boy would "do or die" for him under any and all circumstances Richard never doubted, and perhaps at the bottom of his heart was a fellow feeling for this

"Ye look as if ye hadn't been over- feedin'," the boy continued; then as he stood looking down at the thin, worn face Tommy's voice sank to a husky murmur. "Ye've got to cure yourself, Mr. Walton," he said. "It's up to you. If there's anything that's worryin' jist throw it off your mind."

Richard laughed shortly. "How's business?" he asked.

The boy chuckled. "Fine," he answered, "if it weren't for the flowers jist chokin' up the place. They keep comin' in for you, and as ye haven't been in a



MEMBERS OF DIV. 276, B. OF L. E., AND THEIR FRIENDS, LORAIN, OHIO.

courageous lad of the streets, who was striving even as he had striven against difficulties.

Richard turned to the nurse again. "No letters?" he asked and sank wearily back at her gesture of assent.

"What a fool you are!" he grumbled fiercely into the pillows. "If she cares for Bob Mahew can't you let her have—her happiness?"

"What's that?" cried a cheery voice from the doorway, and uninvited Tommy Ryan entered the hospital room. "Doctors wanted to throw me out," he announced pleasantly, "but I told them I was your particular friend."

Richard smiled feebly, and with a skillful throw Tommy hung his cap on the post of the bed.

state to know flowers from cabbages, sir, we held thim down there."

Richard sat up with unexpected strength. "You didn't destroy the cards?" he questioned anxiously. Tommy, who was making a hasty search through various pockets, laid a small package upon the counterpane, then stood regarding his paragon with shrewd and watchful eyes. The square jaws tightened aggressively as Richard read the cards and one by one laid them quietly aside.

"I thank you, Tommy," he said. "Come in again."

Miss Dorothea, entering the office upon the following morning, met with a cool reception from the usually obsequious office boy.

"Father in?" she questioned. And, this being father's unchangeable luncheon hour Tommy Ryan might be excused the stare of surprise which was his only response. Perhaps Dorothea hoped that the boy's talkative tendencies might be turned to her own advantage, for she smiled into the obdurate freckled face.

"Your employer improving?" she questioned carelessly.

"Yep," said Tommy.

"I am glad to hear it," she continued, with assumed indifference.

The boy leaned forward. "That a message?" he asked quickly. For a moment Dorothea's eyes wavered before his, so keenly searching.

"No," she answered at last, and her tone was emphatic. "I am sending no message." She felt the boy's gaze still upon her as she ostentatiously scribbled a note to her father. This impudent Irish lad should see that his visit to the office had not been made with the purpose of sending a conciliating message to his too indulgent employer. Her face was still flushed and her hand lingered upon the doorknob as she stood looking about the dear, familiar room, now so desolate because of one vacant chair. And Dorothea angrily blinked back the tears which persistently filled her eyes as she awaited the descending elevator.

"Is this yours, miss?" suddenly asked the detested voice of Tommy. He stood holding out to her a bit of linen and lace. "Found it on the floor," the boy explained. Again Dorothea was conscious of a keen glance from the Irish eyes; then the glance softened into something which she could not quite understand, and for one strange, unaccountable moment the girl stood looking back at him, unashamed through her tear-bright eyes.

Later, as she held silent communion with the bull terrier, Dorothea's tears continued to fall unheeded.

"A letter for you," called mother, and Dorothea guiltily hid her face as she opened the door to receive the missive. It was a square envelope, a very bulky envelope, and the girl's hand trembled as she recognized the firm, well-known writing. For a long time the terrier watched with breathless interest as she

read. At the first page he cocked one ear in anticipation, and at the fourth his tail joyously pounded the floor, for the doleful expression of his beloved mistress had mysteriously changed to one of radiant delight. In an instant her arms were about the dog's neck as she laughed and whispered broken sentences into his black, sleek ear.

"It's all right," said Dorothea. "Everything is going to be all right forever and ever. He does love me, and he does want me, and I'm going to him now—this minute. They don't allow dogs in hospitals, so you will have to wait as patiently as you can until I come back."

And a remarkably short time afterward Paul Richard, raising his head from the pillow, saw a vision of girlish loveliness framed in the door of his hospital room. "If you are quite sure you are not an angel and likely to vanish any moment," he said shakily, "will you please come here very quickly—right here into my arms?"

And as the white-clad figure rushed across the room Dorothea made her one apology:

"I am quite sure, dear," she faltered, "that I never have been an angel—to you." After a long silence she gently withdrew from the infolding arms to bury her glowing face in a great bowl of fragrant roses.

"It was so good of you," Richard murmured brokenly, so generously forgiving. "You must know that I would have gone to you long ago, Dorothea, had it not been for Bob Mahew. He seemed to be the worthy one—the chosen—but that is all over, dear. And when Tommy Ryan brought your roses here this afternoon and put your card into my hand, why, that one little written sentence was like a magic wand, changing all past suffering into a glorious forever. You would have forgiven the boy, Dorothea, if you could have seen his genuine pleasure.

"Write an answer now," he urged, "and I will take it to her."

"And so you are here!" Richard laughed. "I'm glad I listened to Tommy that time," he said.

Dorothea stepped back from the roses. Slowly she turned in her hand the accompanying card. It was her own calling card, neatly engraved, while upon the reverse side, in her unmistakable scrawl, was penned the brief message:

"Will call to see you later; have missed you."

DOROTHEA.

Back like a flash came her own attitude of the morning. She could feel again the hot blood in her face as she scribbled this message to her father beneath Tommy Ryan's searching gaze. And the roses, these very roses, had been upon the office table then. Dorothea caught her breath sharply. The boy had used her message! Well, Tommy had atoned.

"Did you really miss me?" Richard was asking, with a lover's tender insistence, and Dorothea smiled.

"Miss you?" she said softly. "Miss you? Just ask Tommy Ryan."

The Luster Tea Set.

BY CLARISSA MACKIE.

"A teapot, a sugar bowl, two cups and saucers and two plates," said Lawyer Bemis, importantly. He looked over his gold-framed glasses at the six people gathered in the plain little parlor of the house which had been Anne Driscoll's home until she had removed to the cemetery on the hillside. "Through some error," went on the lawyer, impressively, "the appraisers of this estate neglected to include this fine old china with the other inventoried articles, and now that the other personal property has been distributed and the estate is closed up, some disposition must be made of this china."

Six pairs of eyes were fastened on the six pieces of gold luster ware which were all that remained of the famous Driscoll tea set. Six heirs had been remembered in Mrs. Driscoll's will and on the morrow would witness the tearing up of the home and the final division of the furniture. Each and every one of the heirs knew that it had been their cousin's wish that the tea set should go to the museum of antiques which was attached to the town library. There

had been china enough and to spare, so that each one of the six had received something—Grandma Twigg had chosen the white eggshell set; Mrs. Deacon Leek wanted the lavender sprigged china; the Benson sisters admired the gold banded white set; Esther Frake—who had been a Driscoll—desired the willow ware, while Leona Armstrong was satisfied with all the crystal that was contained in the corner cupboards.

"Seem's if the luster ought to come to me," complained Grandma Twigg peevishly. "I was a Driscoll born and bred, and it don't seem's if the set ought to go to anybody else."

"I don't know where you'd put it, grandma," said Mrs. Leek impatiently.



VISITORS AT JACKSONVILLE UNION MEETING AT FABLE'S BEACH. Bros. H. Antrim, G. W. Bower, 386; H. A. Hanes, B. F. Cooper, 237; I. W. Lo-back, 239; A. C. Jeffers, 198. Mesdames H. Antrim, G. W. Bower, 386, G. I. A., A. C. Jeffers, 176; H. A. Hanes, 227; B. F. Cooper, 227; I. W. Lo-back, 127, G. I. A.—Courtesy Bro. G. W. Bower, Div. 386.

"You've got more china than you have a place to put it. Now, I could make use of that"—

"So could I!" interrupted Mrs. Frake quickly, with an exchange of hostile glances around the circle.

"And I," said each of the Bensons defiantly, while Leona Armstrong adjusted her eyeglasses to her straight little nose and said crisply:

"The very idea!"

"Well, ladies," said the lawyer, with a quizzical glance around the room, "it must be decided in some manner. Did any of you ever hear your late cousin express any wish concerning the disposition of the luster tea set?"

There was a constrained silence, broken at last by the lawyer, who spoke brusquely. "Very well. Then I suppose it must go by lot. You are willing to draw lots for it?" Again he swept the circle with his sharp glance.

"No," they said with one accord.

"It seems a pity to divide the set, but I presume that is the only way it can be settled now. Perhaps you better draw lots for the pieces. I will prepare six slips of paper, each one bearing the name of an article, and you may draw the piece of china you are entitled to. Satisfactory, eh?"

It was not satisfactory, but it was better than seeing the entire set go to one person, so each mentally agreed as she nodded assent to his plan.

While the lawyer cut the slips and wrote busily on each one he introduced a subject which had been tacitly avoided by the heirs. "I suppose you have all heard the tradition that goes with the Driscoll luster ware?" he asked.

"You mean about the bad luck?" Mrs. Deacon Leek craned her neck to see on which slip the lawyer was placing the envied teapot, and he as dextrously mixed the papers up, to her confusion and the enjoyment of her cousins.

"Yes, about the bad luck that is said to attend upon the owner of the luster ware. You know, it was said that it was smuggled into this country by old Captain Eri Driscoll, and you all know what happened to him."

The six women sat in obstinate silence. Each one secretly cherished a vague belief in the tradition, yet she was willing to risk ill luck in order to gain possession of even one bit of the cherished tea set.

"And the bad luck seems to have followed the tea set right down, one generation after another," went on the lawyer. "Even your late cousin, Anne Driscoll, was not free from its influence."

An uneasy glance went the round of the heirs, but not one wavered in her stern intention to carry part of the luster tea set with her when she went away.

With a gesture of disgust Mr. Bemis dropped the slips of paper in the luster sugar bowl and shook it vigorously. Then

he presented it to Grandma Twigg.

"If you will draw a slip, Mrs. Twigg," he suggested.

There was an instant of suspense while Grandma Twigg fumbled inside the bowl. Then she drew forth a slip and held it up for Mrs. Leek's interpretation.

"Teapot!" grunted Mrs. Leek sourly as she thrust her hand in the bowl.

"Sugar bowl," she said in a mollified tone as she examined her slip. A breath of disappointment went around the remainder of the group as the two choicest pieces were thus allotted. "I hope you'll be real careful about my bowl," added Mrs. Leek with some importance.

The lawyer smiled dryly as he passed the bowl around. The Benson sisters drew each a plate, and the cups and saucers went to Mrs. Frake and Leona Armstrong. Then the sugar bowl was restored to Mrs. Leek, who jealously wrapped it in her handkerchief and bestowed the lid in her knitting bag.

"I believe this concludes the settlement," said Mr. Bemis. "You have all signed off and your names are all attached to the furniture and personal effects which you have chosen. I congratulate each and all of you on the acquisition of the luster tea set." He shook hands with them and departed.

One by one the others wrapped up cup or plate and followed in his steps. There was little conversation among them. The Bensons, who had drawn plates, had failed to effect an exchange for one cup and saucer, and in the face of this defeat were inclined to sulkiness. Grandma Twigg was quite contented with the famous Driscoll teapot, and Mrs. Leek looked at the plates and thought herself fortunate.

It seemed that the ill luck of the luster tea set had lost no time in getting down to business for that very night Mrs. Deacon Leek received a letter from the man who held the mortgage on her farm asking that the note be paid up at an early date. All the Leek money was tied up in land.

This dilemma resulted in a sleepless night for the possessor of the luster sugar bowl; that beautiful bit of antiquity stood in solitary splendor on the top shelf

of the china cupboard quite forgotten in this new tronble.

The next morning found Mrs. Leek in deep consultation with Lawyer Bemis. "I don't know what to do, Mr. Bemis, and the deacon's so crippled up with rheumatism he can't get about and see to any business. If Mr. More had only given me three months—drat the luck!" she ended spitefully.

"It is bad luck," sympathized Mr. Bemis. "Looks mighty like that sugar bowl had something to do with it, don't it? Everything's been all right so far till you got hold of that."

"The sugar bowl!" ejaculated Mrs. Leek incredulously. "You must think I'm a heathen, Mr. Bemis, to set any store by that tale. I suppose it just happened that Mr. More wanted his money, though he did tell me the other day it could run for 10 years if I wanted to leave it."

"Just so," said the lawyer suavely. "Queer, isn't it, Mrs. Leek? Well, I'll do the best I can to find another loan for you. Keep up your spirits."

The rest of the day was spent by Mrs. Leek in deep consideration. Occasionally she went to the china cupboard and looked long and earnestly at the luster sugar bowl, but always she closed the door with a regretful sigh. Just as dusk was falling she took down the sugar bowl and, wrapping it in paper, left the house and hurried down the street toward the public library.

The Benson girls, who frankly admitted to forty years and were accredited with many more by statistical neighbors, arrived home that afternoon much perturbed in spirit over the distribution of the luster ware.

"'Twould have been nice if you had drawn a cup and saucer, Ellen," said Rachel as they entered the house. "With my plate it would have some look to it. Two plates seem awful poverty stricken."

"I think we're pretty lucky to get two plates out of it," said Rachel cheerfully, "'specially when Lizzie Leek had got her mind set on it. I wonder where Nero is." She whistled loudly from the window. "Bother the dog! I never

knew him to run off like this in all his life!"

"Maybe it's the bad luck of the luster ware," suggested Ellen gloomily. "Nero never ran away before."

"Oh, pshaw!" ejaculated the optimistic Rachel. "He's just gone down street. He'll be back before bedtime."

But Nero did not come nor could the agitated sisters find any trace of him in the town. The next day it was Rachel who said bitterly:

"You're right, as usual, Ellen. I guess our taking those two plates is the cause of our bad luck. We've always



ON CUBAN TRIP, JACKSONVILLE UNION MEETING.
K. L. Turner, Div. 26 W. H. Carler, 361.
Cuban Guide, Bro. H. L. Baldwin, 26.
—Courtesy Bro. H. L. B., Div. 26.

been pretty fortunate. You know, everybody says so. Of course I know, and I guess you do, too, that Cousin Anne wanted to have that tea set put in the museum."

"Let's put our plates there and get rid of the bad luck," suggested Ellen with energy, and so at twilight the sisters wrapped up the plates and bore them away.

Leona Armstrong and Esther Frake walked home together after the distribution of the luster ware. Each carried a cup and saucer wrapped in paper.

"Queer about that story Mr. Bemis told," remarked Mrs. Frake as they passed along. "Do you believe in good and bad luck, Leona?"

Miss Armstrong blushed and lifted her eyebrows. "I don't know whether I do or I don't," she admitted. "I always wish on a load of hay and a shooting star, and whenever a black dog follows me home I somehow can't help thinking that's good luck. What do you think, Esther?"

The other woman pursed her lips thoughtfully. "I don't know what you call it, Leona, but almost as soon as I took hold of this cup and saucer I declare if one of my crowned teeth didn't just drop off the little screw that holds it: It's a bad sign to have your teeth drop out in a dream, ain't it?"

"Awful bad sign," agreed Miss Armstrong seriously.

"Then it must be just as bad to have it come right out when I didn't even know it was loose," argued Mrs. Frake, standing still in her tracks and facing her companion.

Leona hesitated. "I haven't had any bad luck yet," she was beginning when Esther Frake pulled her violently aside.

"Yes you have, Leona. Just look at your coat and skirt, all splashed with that oily mud! That big automobile did it. Well, if that isn't too bad! A brand new black broadcloth suit, costing—what did you say it cost, Leona?"

"I didn't say," returned Leona tartly. "But if this is a sample of bad luck I'm going to march this old teacup right over to the museum. I guess Cousin Anne wouldn't care if I gave it to them."

"I guess she wouldn't care," agreed Mrs. Frake, with visible relief. "Let's take 'em along now."

It happened that the following day when Mrs. Deacon Leek presented the sugar-bowl to the grateful museum she was surprised to also find the luster cups and saucers which had belonged to Esther Frake and Leona Armstrong snugly ensconced within a glass case, which was plainly labeled "Anne Driscoll Bequest."

"You might as well put this in there, too," she said somewhat shamefacedly to the manager. And she turned away with a pleasant sense of a duty well done, when she came upon the two Benson girls, each hugging a round, flat parcel to her bosom.

"I got ahead of you," said Mrs. Leek cordially as they eyed her with suspicion. "When you get your plates in there won't be anything missing except Grandma Twigg's teapot, and, land, if here don't come grandma herself!"

Mrs. Twigg cheerfully turned over the luster teapot to the museum and joined her relatives near the door. They spoke without restraint, for the manager had shut himself within a telephone booth and was talking animatedly with a gentleman at the other end of the wire, who answered to the description of Lawyer Bemis.

"I dreamed about that teapot last night," said Mrs. Twigg as she settled her bonnet strings. "I thought it turned into the head of that old smuggler Driscoll. I'm dreadful ashamed of the old scalawag, and I thought the spout was his nose. I have a feeling Anne wanted that should go to the museum, so I took it!"

"It's all there now," said Mrs. Leek significantly.

Whether there was any foundation for the tradition of the luster tea-set, it is a matter of fact that when Mrs. Deacon Leek went to the postoffice that evening she found a letter from Lawyer Bemis saying that he had persuaded Mr. More to extend the mortgage on the farm for a period of ten years or less, as Mrs. Leek might desire.

And the Benson girls were awakened in the night by the joyous barking of their faithful Newfoundland, who had been mysteriously restored to them as soon as the luster plates were out of the house.

Lawyer Bemis' eyes twinkled when they told him the story, and he agreed with the heirs of Anne Driscoll that the luster tea-set might be quite harmless locked in its glass case in the museum.

"Conscience stricken—every one of 'em," he chuckled softly.

A Walk on a Bet.

BY F. A. MITCHEL.

Arlington is a delightful town to live in. There is a clubhouse where both sexes meet socially, a library, a racket club—indeed, everything to encourage sociability. And there has never been a time when there has not been a set of young persons at that delightful interval between the coming on and going off the stage of their early homes.

Everybody in Arlington remembers the period when Jacqueline Miller was right in the middle of her young ladyhood. She was the life of the social circle. And how she would flirt! It was generally understood that she could bring down any man she chose to go for within a week, and she had been known to do it in a single day. When the fellows saw her go hunting for one of their members they called him Davy Crockett's coon and told him he might as well come right down.

But, strange to say, nobody blamed Jack for flirting. They did not consider that she would have been herself if she didn't flirt. Everybody knew what she was; everybody was therefore warned. Consequently there was nothing dishonorable about it. There was one case in which the fellow she tackled was ignorant of her peculiar idiosyncrasy. But there was nothing dishonorable about that, for she married him.

The only place the Arlington young people thought worth going to was New York. The distance was 70 miles, but what are 70 miles to youngsters bent on having a good time? Parties have been known to go to the city for the theater and return on a midnight train. One evening several Arlington boys were at the — club in the city when the conversation turned on athletics, which it need not be stated is a popular subject with young persons. One of the party—Ned Mungle, not an Arlington man—had done some remarkable stunts at walking, and, since he was going to visit Alan Benedict, Alan offered to bet him that he couldn't walk the distance in a given number of hours.

"Not long enough," Mungle objected.

"Very well, make it a triangular course

through Glenwood and Big Rock. That'll give you a distance of about 150 miles."

After a great deal of talk a bet was made between Mungle and Benedict. The stakes were to be the entire expense for a theater party of a dozen Arlington couples to New York. The walk was to be made in three days. Mungle, never having been over the ground or to Arlington, received detailed instructions as to the route, for no one of the party could spare the time to go with him, and, since it was merely a gentleman's bet for fun, no watch was required. When all had been arranged the party broke up, bidding adieu to the pedestrian, who was to start next morning.

It was the spring of the year, when all nature was starting into a renewed life, and Mr. Mungle enjoyed his walk immensely. He kept a steady gait, did his 50 miles before dark and slept soundly all night. The next day he was a trifle sore, but did his distance without trouble. The third day he was in better trim than on either of the others. About 4 o'clock in the afternoon he was approaching a cottage not far from Arlington when he saw a girl leaning over a stone wall looking at him. Though he was a stranger to her, she wore a very pleasant smile on her lips, and Mungle, by way of scraping an acquaintance, asked her if she would be good enough to tell him the distance to Arlington. She said it was ten miles.

"In that case," said Mungle, "I think I'll rest a bit. I've plenty of time."

"Time for what?" asked the girl.

"To make Arlington before 9 o'clock tomorrow morning."

"Have you come far?"

"From New York. I left there the day before yesterday morning to walk to Arlington in three days."

"Good gracious! You must be awfully tired."

"On the contrary, I'm as fresh as a daisy."

"Aren't you hungry?"

Mungle was so proud of himself that he was about to reply that he wasn't at all hungry when it occurred to him that it would be very nice to accept a morsel from the fair hands of this pretty girl

Indeed, she was more than pretty. She was unique.

"Are you sure you have plenty of time?" asked the girl.

"Loads."

"Well, come in and I'll get you a cup of tea and a bit of bread and butter."

She led him to a porch over which were hanging vines and, going into the house, soon returned with some dainty slices of buttered bread, a china teapot and appurtenances. The cup and saucer were extremely thin. She set them on a table and, sitting opposite Mungle, poured out the tea and handed it to him.

That tea didn't need any sugar. It was sweetened by a pair of rosy lips, bright eyes and, above all, a personality that Mungle found entrancing. She asked him all about his trip, his diet, the number of miles he walked without resting—indeed, all the details attending a walk of such importance. Mungle told her everything she asked and a great deal she didn't ask. After starting him she let him talk on, just sitting before him with her eyes fixed intently on his, drinking in every word he said. Presently he remarked:

"You seem to take a great interest in athletics."

"I do. I'm especially fond of walking myself."

"Indeed!"

"Yes; I walked out here from Arlington this morning."

"You don't mean it? When do you go back?"

"I think I will go tomorrow."

"Will you walk back?"

"Certainly."

"I wish you were going this afternoon. I would be happy to escort you."

"Thank you very much. I couldn't do so much as that in one day. I shall be up with the sun and walk home to breakfast."

This set Mungle to thinking. How delightful to take the rest of the tramp when the dew was on the grass and in company with this charming creature.

"If it were not presumptuous," he said, "I might remain over and finish my walk at the same time as you."

"Why presumptuous?"

"Well, you know, I have no formal acquaintance with you."

"Nor do you need one. I know a gentleman when I see him."

"Then you will permit me?"

"I shall be delighted with your company and grateful for your escort."

That settled it. Mungle was invited to tea, where he met the girls, aunt and uncle, and when they learned that he was to spend the night in the neighborhood invited him to remain under their roof. He said he never slept in a house when he could help it, but would accept the swinging lounge on the porch. He sat up chatting with the young lady till nearly midnight, and when they parted it was agreed that after coffee and rolls in the morning they would start at 4 o'clock on their walk. The girl invited Mungle to breakfast with her at her own home, from whence he could go to the Arlington club, where he must put in an appearance before 9 o'clock or lose his bet.

That ten mile walk was made under a handicap, but it was the most delicious distance Mungle ever made. On the way the girl slipped on a stone and sprained her ankle. Mungle had a choice of leaving her or carrying her, for if he did neither he would lose his bet. He concluded to carry her until they came to a farmhouse, where a horse and buggy were procured; then he put her in it and walked beside her. What took place during all this time has never been told.

The two reached Arlington only in time for a hasty breakfast; then Mungle proceeded to the club, which he reached ten minutes before 9 o'clock, and found those interested in his walk waiting for him. Benedict, the loser of the bet, looked surprised.

"I never expected to see you do that walk on time," he said to Mungle.

"Why not?"

"Because I sent Jacqueline Miller out to waylay and detain you."

Mungle greeted this statement with a blank stare of amazement.

"I placed her in a cottage beside the road about ten miles from here, gave her the time you would be likely to pass the cottage and bade her look out for you."

The wonder gradually passed from

Mungle's face and was replaced by a proud, triumphant, happy look.

"She missed you?" asked Benedict.

"No."

"Well?"

"She was at her post and invited me in the cottage. I slept on the porch, and at 4 o'clock this morning we started to walk in together. She sprained her ankle, and I was obliged to carry her part way to her home. She could easily have kept me from winning the bet but she didn't choose."

"Why not?"

A beautiful smile overspread the athlete's features.

"I can answer that question, fellows," said one of the party, Edgerton, Miss Miller's cousin. "I bet Jack ten pounds of candy against a box of Havana cigars that she couldn't make Mungle propose to her before 9 o'clock this morning. You're engaged to her, aren't you Ned?"

"Yes, I am."

"And a lucky dog," exclaimed Benedict. "If Jack has accepted you she won't go back on you."

And she didn't.

He Took His Medicine.

BY F. A. MITCHEL.

I reached my friend Mark Appleton's country house in time to dress for dinner and congratulated myself at having before me a very pleasant visit, but I did not foresee an episode that was destined to endanger my intimacy with Mark and with other results of still greater importance.

The family consisted of Mr. and Mrs. Appleton, Miss Clara Digby, Mrs. Appleton's sister, aged 20, and their brother Tom, aged 18. Tom, I was told, was suffering with a bilious attack and was confined to his room. I found Miss Clara a very delightful young lady, and during the dinner she seemed very responsive to an admiration I could not conceal. During the evening we all played bridge whist, Mrs. Appleton being my partner. But this did not prevent an undercurrent of mutual interest that was continually passing between the young lady and myself.

Having finished the evening, Mark showed me to my room, which was one of four bedrooms on the second floor, two on each side of the hall. I noticed that the doors of my room and the one adjoining were side by side. It occurred to me that I would not like to try to enter my chamber in the dark, for I would be likely to get into the other room. I fell asleep thinking of Clara Digby and the pleasures in store for me the next day.

I was awakened by feeling a spoon shoved against my mouth. It was warm and contained a warm liquid. Half awake, I opened my lips, and the contents of the spoon passed down into my stomach. I recognized it as beef broth. When I had swallowed the first spoonful another was placed against my lips, and I swallowed that too. Another was put against my chin, and that was spilled.

"There," said a voice which I recognized as that of Clara Digby, "you should have let me light the gas."

By this time I was awake and knew that my hostess' sister was in my room giving me a midnight luncheon intended for a sick man. But a surprise like that sprung on a man sound asleep is not an easy one for him to tackle. My reasoning powers worked slowly. If they had not I should probably have blurted out, "What in the world are you doing here?" or some such question.

As it was, it took time for the possible outcome of the episode to work into my brain. Presently I came to realize that Miss Digby had made a mistake and that upon recognizing her position she would be very much pained. Should I apprise her of the fact that she was in the wrong room or wait for her to go out in ignorance of the fact?

While I was deliberating she fed me the remainder of the broth. Then, saying that she had forgotten to give me my medicine, she went to a closet, and I heard her fumbling among some bottles. "I hope I won't poison you," she said, "but I can't see in the dark. I've got it. It's the little square bottle." And the next thing I knew she had poured a spoonful of medicine down where she had placed the broth. Then,

having put down the spoon, with a "Good night, hope you'll be better in the morning," she went out, shutting the door behind her.

At first I congratulated myself that I had not ruffled her modesty by betraying her blunder, but I soon came to rue my silence. The dose she had given me made me deathly sick. I remembered her words, "I hope I won't poison you," and I began to fear she had. I managed to get out of bed, lit the gas and made a search for the square bottle from which she had given me my medicine. I found two square bottles, one labeled, "Dose, one tablespoonful every six hours," the other, "Three drops in half a glass of water."

Great heavens! I had probably taken drops by the spoonful. There was no time for fooling. I went into the hall and called lustily for Mark. He came out in his nightshirt and asked wildly what was the matter.

"Poisoned!" I cried, and going back into my room, fell on the bed.

I have ever since been proud of my gallantry in protecting Miss Digby. When Mark came in, asking half a dozen questions at once, I paid no attention to them, but called on him for an emetic.

He ran hurriedly downstairs, awakening the household as he went, and in a few minutes returned with some mustard water. I drank it and threw the broth, the medicine and everything else off my stomach. By this time Mrs. Appleton and Miss Digby, in wrappers and curl papers, came into the room to see if I had expired or could be saved. The moment I got the confounded dose off my stomach I felt better and was satisfied that no serious results would follow.

I now fixed my mind on another possible curious result and how to avert it. I must keep the secret. That was very well to resolve, but doing it was another matter.

"What in thunder," cried Mark, his irritation rising with his relief, like the waves of the sea after the wind has gone down, "did you want to poison yourself for?"

There stood Clara, looking as if she

had seen a ghost, with a gleam of wonder in her eye, a suspicion that she might have had something to do with this case of suicide.

"I'd rather not tell," I moaned.

"Not tell?" snarled Mark. "Do you mean to admit that you took it on purpose?"

I looked at Clara and saw by her expression that what had been a suspicion had developed into an explanation of the mystery. How could I get out of the scrape without exposing her blunder? There seemed to be no way to protect her except by owning that I had attempted suicide.

"Yes," I said, "I did."

"Well, I'll be hanged! What did you do it for?"

"Love," I said, casting a side glance at Clara. She blushed, but I was the only one of the party who noticed it.

"Are you sure you're free from the effects of the poison?" asked Mrs. Appleton. "Hadn't we better telephone for a doctor?"

"Or a superintendent of a lunatic asylum?" suggested her husband, with a sneer. "There's a law against suicide. I'm going to call for the police."

"Oh, please don't!" cried Miss Digby, wringing her hands.

At this moment a young fellow appeared at the open door in his night-shirt. He was very pale. "What's the matter?" he asked.

"Go back to bed," said Mark.

"Clara," said the young man, who was Tom Digby, the real invalid for whom I had suffered, "I thought you were going to give me my medicine at 12 o'clock."

I looked at Clara, wondering what she would say. Would she give herself away after all I had done for her?

"I didn't wake up," she faltered.

"Well," said Mark, "you women had better go to your rooms. I'll see that he's all right, remaining with him as long as necessary. Get along, all of you."

The ladies left us, Clara giving me a look that I considered to be one of gratitude. That it meant a great deal I could not doubt, but so many things

that I couldn't be sure which predominated. As soon as they had gone Mark said to me:

"Have you got any more of the stuff about you?"

"No," I replied meekly. "I took it all."

"Where's the bottle?"

"It wasn't liquid. It was tablets."

He looked at me, puzzled, then said: "There's something queer about this. I don't understand it. Are you telling the truth?"

My conscience began to prick me for the lies I had told. At this last question I weakened and went from black lies to white lies.

"I am truly," I replied. "I took a whole swallow of what is usually given in drops."

"I thought you said it was tablets you took?"

"So it was. I am speaking relatively."

"You're lying, and you know you're lying."

Mark remained with me awhile longer, then consented to go back to bed on my promise to call him if I felt the least need of assistance. Before closing the door he turned and said:

"Are you sure this—mania is over?"

"Oh, go to bed," I said impatiently. "I wish to go to sleep."

He gave me another suspicious look, then left me.

The next morning when I appeared at the breakfast table all looked at me anxiously. Since my stomach had been turned inside out I didn't look cheerful, and I didn't feel cheerful, especially as to how I was to continue to lie about the cause of the trouble. Clara kept her eyes down on her plate during the whole meal. Mrs. Appleton looked as if she knew more than she cared to tell, and Mark looked like a man who didn't know anything, but was very much disgruntled. If he had been sure I had tried to commit suicide he would have felt more comfortable.

Mrs. Appleton insisted on my going out on to the porch and lying on a wicker lounge, for the weather was warm, and I was very glad to do so.

During the morning when I was alone Clara came out and, after trying to pull herself together by doing things for me I didn't need, suddenly faced me and said:

"Thank you very much."

"Oh, yes. You're quite welcome."

"You are a very—very"—

"What?"

"Accomplished liar."

"Just so—in a good cause. It's too bad you didn't wake up in time to give your brother his medicine."

"That wasn't entirely untrue."

"I think I took mine very well."

"Indeed you did."

"I couldn't have poisoned myself in a better cause than for love, could I?"

"No," she said, turning away.

"It came to me all of a sudden, but was no less real."

There was no reply to this. I reached forward and felt for her hand. She tried to prevent me, but didn't try very hard.

"I hope you're not going to drive me to another attempt," I added.

There was no reply to this either. We heard a step and a rustle within, and I dropped the hand. Mrs. Appleton came out to find her sister covering my feet with an afghan.

"A pretty pair, you two," she said.

"Next time we're going to die together," I remarked.

"How often have I warned you, Clara, not to give or take medicine in the dark?"

Clara looked penitent, and that's the end of the story, except that before I left, Clara and I were engaged, and I told Mark the whole story. He's told it a thousand times since, each time adding to it on his own account.

Traveling Incognito.

BY AGNES G. BROGAN.

SUNNY SEA, July 12.

Madeline, dearest and best of friends: We are now safely ensconced in a small hotel which stands modestly back upon the beach, like a shabby little sister of the grander one. From my window I can see rows of conveyances drawn up

before the fine entrance of Beach hotel, but no carriage ever comes our way, for which I am duly thankful. Twice a day the post boy arrives with our mail, and we all go forth to meet him. But "we" are not many in number, a few toiling farmers stopping off in order to do a little trading at the resort. And Aunt Breton, whom I must introduce to you under her new name of Mme. Stahl—she professes to be exceedingly bored with the whole affair, while I know that she secretly revels in the forbidden comfort of kimono and roomy old slippers. And it is a delight unspeakable for your little friend to venture out into the garden, her hair hanging shamelessly down her back, and to have no fear of a nearby camera aimed in her direction. I wonder, Madeline, that we never thought of traveling incognito before. One thing only is lacking—I yearn for adventure; no simple affair, but a heart thrilling, bona fide adventure. So good night, beloved. I wait. Yours,

PATRICE.

SUNNY SEA, July 14.

Madeline Mia: With breathless haste "I take my pen in hand" to let you know that the adventure has arrived. He came this morning tramping it over from the village, and of so distinguished an air, of so fine a personality is this man, that I marvel at his choice of our dashing hostelry as an even temporary place of abode. Aunt Breton says his eyes are tragic. I should call them soulful, but whatever they may be they favor me not with one passing glance. Persistently have I placed myself within their direct range of vision. The eyes look over me, through me and on beyond into vacancy. This, to say the least, is humiliating. Well, we shall see what we shall see, Madeline. Good night, dear one.

PATRICE.

SUNNY SEA, July 19.

Madeline: I know you will tear open this envelope in your pretty eager way, impatient to learn "what next happened," and I feared that I should have to disappoint your craving for news, for the adventure stubbornly refused to develop. Which really means, my dear, that this provokingly handsome man

continued to ignore my presence. I tried to think of some plan which would force him to address me, and while I recklessly wrinkled my fair brow in thought no less a person than Aunt Breton accomplished for me that which I desired. The I. M. (which means interesting man) came sauntering with his habitual abstracted gaze adown the shining sands. And before him, in the wild joy of being released for a walk, careered a darling, ferocious eyed bulldog. His lower teeth protruded threateningly in what anyone acquainted with the bull tribe would recognize as a cheerful grin. But Aunt Breton is not acquainted with dogs of any sort. Moreover, as you know, she loaths and fears them all. Therefore when Sir Crooked Legs darted toward her playfully she emitted a terrified shriek—a shriek which I shall hear until my dying day—and the I. M. hurried forward in distress. He apologized humbly, courteously and regretfully, but Aunt Breton was not to be appeased. I heard her still loudly berating him as I, covered with blushes of confusion and triumph, rushed to his rescue. He was so relieved that he clasped my hand in a crushing grasp. Thus it happened very naturally that we sat down side by side in a secluded, sheltered spot.

And, oh, Madeline mine, so captivating of manner is my difficult friend that I dream of him when he is gone! And this you will recall as a novel experience for me—to think of a man when he is out of sight. The man's name is plain Fred Smith. Could anything be less romantic? I have provoked his curiosity.

"Your name," he begs, and I answer, smiling, "Miss Incognito." As our small hotel boasts no guest book, he can learn nothing further.

"Mme. Stahl is then the name of your aunt?" he questions.

"Perhaps," laugh I. And so we meet again and again, always with the charm of the illusive. I wonder what he thinks! Am I to him the wandering princess weary of royalty? Sometimes I could fancy it in his flattering air of homage. Or am I then but a working

maid of the city, enjoying my hard earned holiday? I do not know—I do not know—nor shall he. No gossiping maid can betray my identity, for crushed into a shapeless mass in the very depths of my trunk lay my robes of ermine and lace, and here I wear my simple frocks, the ones that father loves. Dear father, if he could only hide away for a time beneath the jagged rocks of these grand old cliffs, if he could lay aside his weighty sceptre of power and care! But this cannot be—not yet. From your ever faithful

PATRICE.

SUNNY SEA, July 21.

Back in the shadow of the rock sits Aunt Breton, and here in the sun sit I. This occurred yesterday afternoon, Madeline mine, and your innocent little friend, looking up, with a start of surprise, saw Mr. "plain Fred Smith" standing before her. Suddenly he suggested a walk up the beach, and, with a remorseful if somewhat hasty glance at Aunt Breton, I gladly agreed. We had gone farther than usual—nearer to the Beach Hotel—when a carriage came toward us. The woman in it leaned forward, with a dangerously searching gaze, as I quickly swung about on my heel. To be discovered now would be to spoil everything, and these society women have memories for pictured faces. So I covered my own with my hands, but not so soon that I had not seen my companion turn his back to the equipage with equal promptitude. And when I uncovered my flushed face his was as white as the dead. For a moment we stood looking steadily into each other's eyes, and, though his were darkened with a great shadow, they did not falter before mine.

"What is it?" I asked slowly. "Do you also wish to remain unknown?"

"I may as well confess," he answered quietly, "that I also bear an assumed name. There is a reason which makes this at present advisable under the circumstances. Perhaps you would prefer to dispense with my acquaintance."

"Would not that be rather inconsistent," I replied, "since I, too, am an impostor?"

The man put out his hand. "Don't," he cried sharply. But as we retraced our

steps my balloonlike spirits rose again, and I endeavored to laugh the matter aside, for in my heart was an intuitive feeling, that intuition which is given to us women, Madeline, and I knew beyond the possibility of doubt that the man at my side was an honest man and his reason sufficient for being.

Aunt still slept in the shadow, so I lowered my voice as we drew near: "Two people traveling incognito," I continued. "What an exciting situation for a story! I should be the Princess Some One or Other, who had willfully deserted her throne rather than be forced into a loveless marriage with the great Prince Some One Else. You would be he, and so we should meet in this isolated spot and, unknown to each other, fall in love." For the first time the man seemed to hear. He caught my hands to him in a rigid grasp. His eyes—they frightened me. "We must not," he said tensely. "Whatever tempting fate has brought us here together, we must not—dare not—love." If you could have heard the one word as he said it, Madeline! Then, pushing my hands back roughly, he rushed from me. And I realize now that this mystery which wraps about us both like a great restraining cloak is a mystery indeed. Good night. PATRICE.

SUNNY SEA, July 24.

Oh, my dear, my dear, it is a terrible thing which I have learned this day—I, who, like meddlesome Pandora, would not rest until I had forced the fastening of the secret box, and now my world, like hers, is filled with tormenting things which sting and pain! I have tried to crowd them back into the box, these troublesome thoughts, but they will not go, so where is the remedy? This throughout the wakeful night is my vexing problem. Vaguely I see a way of relief, a means to right the wrong, but in order to use it I must throw aside my incognito, must brave my shrinking self to face those loaded cameras—the eager reporters hungry for a story. And is the incentive strong enough to make me do it, Madeline? Can one really care as much as this for an almost unknown man—a man condemned of a great crime? There—it is out, dearest! That is my sorrow.

Pandora, insistent, tearing at the lock of the box, forced from it the story of a hidden crime—a crime which will send this man to prison unless—unless—

When you look up at your stars tonight, beloved, say then a little prayer of courage for your absent friend,

PATRICE.

AT HOME, July 30.

What have I left to tell you, dearest Madeline, which has not already been published in the papers? You have read in glowing headlines (which caused me to hide my tan-browed face with its tip-tilted nose) of the return home of the governor's most beautiful daughter. They have even repeated word for word that highly colored story which sent me, fuming helplessly, into seclusion. The child, Madeline, so near—oh, so frightfully near—that great, merciless automobile and the child's mother waiting with awful tragedy in her eyes—shall I ever cease to see the picture? And you, who know me best, know that I am but a cowardly thing. If I had even stopped to think I might have lacked courage to do the deed, but I did not stop, Madeline. For that I am eternally grateful. And sometimes I wonder if the rescue would have been such a glorious thing had I been other than the daughter of a famous governor.

So shall my insignificant person ever bask in his reflected light. For the first time in my life I am glad, dearest—oh, I could sing for the very joy of it—that my father is governor of this great state, that he has power to pardon even a criminal and that he loves and trusts his daughter. When that other man, his eyes sunken in trouble, told at my urgent pleading his pitiful tale I was not quite sure what to do—not that I doubted for a moment his innocence, but that I doubted my own ability to make that innocence clear to the high authorities. He had been accused of forgery, Madeline, this suffering man with whom I had joked so merrily, and the short respite was given him by friends who had rallied forward to provide enormous bail. But the forgery was a bold and daring one—moreover, forgery to hide the additional crime of theft, a bank affair, my dear

Madeline—and this man, you understand, the supposedly faithless cashier. I shall not go into detail here, but the proof seemed indisputable. And the real culprit, husband of the accused man's sister, who calmly went his way, relying with snug satisfaction upon the brother's self-sacrificing love for his only sister—and her children. And, oh, Madeline mine, the sensational climax came like a thunderbolt down upon the silence of the courtroom!

There sat the judge in all the solemn dignity, here the wan-faced prisoner and over there that other man gloating in his hidden crime. And the one who had borne all in silence turned his face now from the curious and vindictive gaze of many eyes. As the people waited, down the aisle came a messenger, who thrust an envelope into the hands of the judge and hastily withdrew. Even as the judge read the missive he arose to his feet and his voice rang out peremptorily. "Proceedings will be suspended until tomorrow," he said. The rest you have read in the papers—of the brief trial which absolved the suspected man from guilt, naming with accusing finality another in his place. So the one who had suffered much passed out before them all a free and honest man. But there are some things which the papers cannot tell. "From whom," they ask, "came this letter of information which led to the conviction of the real criminal?" And the "great governor" and I exchanged smiling glances as we read. Many are the secrets of state which we might divulge if we would.

And when he knows, my loved one, will he blame me, Madeline, for saving him from himself? Will he recognize in those flaunted portraits of the governor's daughter little Miss Incognito of a wayside hotel? The shadow still lingers in his eyes, I am sure, because sorrow must fall upon others, but for this shadow also I have a remedy. Is not love the greatest cure in the world as well as the greatest power? And when this man, who would be humble, learns of that love which "hopeth all things" then he will come to me, and my disguise will fall away. He will find that the poor little

incognito served not to hide a princess in her power nor even a governor's daughter living in a borrowed light, but just a woman, Madeline — "Everywoman" in search of happiness.

And when you look up at your stars tonight pray then a little prayer that her quest may be ended.

Ere I could sign my name he came, for man's love ever lacks the virtue of patience. So, Madeline, dearest and best of friends, you may forget tonight the little prayer, for, see, it is already answered. And thus I remain forevermore your utterly happy PATRICE.

A Diplomatic Episode.

BY HUDSON E. EASTON.

Everybody who knows anything of the diplomatic history attending our internal war knows that Napoleon III. endeavored to induce England to join him in intervening and putting an end to the struggle by a division of the states. It is equally well known that the czar of Russia, not content with neutrality, said to the ambassador of France, "Tell your master that if he interferes in the American civil war I will strike him." At the same time he showed his readiness to stand by the federal government by sending a fleet to New York.

This is history, or rather a synopsis of the diplomatic history of that time. But in diplomacy, while the results come out, the moves on the chessboard that go to make a game usually remain secret. True, now and again some one of these moves leaks out, but it never bears the official stamp of truth. The following episode is a case in point:

One day the American minister in St. Petersburg called an official of the embassy into his private office and said to him:

"I have just come from an audience with the czar. He has told me that he has sent word to the emperor of France that he will not permit the dismemberment of the American republic by European interference. But the czar fears that Napoleon will induce England to join him in intervening before the latter learns of the czar's position. England

once committed cannot well withdraw, and England and France together will be too strong for Russia, especially as the matter would be fought out on the water. It is of vital importance that the British government be at once advised of the czar's position, and I wish you to carry an official communication to that effect. I warn you that that fox, Napoleon, has the best spy system in the world, and it exists right here in St. Petersburg as it does in Paris. The French ambassador will endeavor to keep the English government in ignorance of the czar's stand as long as possible, so that her master may make an English alliance for the purpose of intervention before the czar's intention is known in Downing street.

"We are watched by French spies. Our mail in going through the Russian post is watched by Russian officials in the pay of the French ambassador. There is no avenue that is not spied upon. Your going will be known, and only the most unceasing vigilance will enable you to get to London with your message. If possible do not sleep on the way unless you are guarded. Remember the union of the states depends upon your success."

That same evening the official, whom we shall call Roger Coleman, entered a railway station in St. Petersburg and was making his way to a westbound train when a railway official, with a "This way, sir," led him to a coach, opened a door and put him in. There was but one vacant seat, and as soon as Coleman had filled it the official shut the door and locked it.

At the first stop most of those who were in the compartment with Coleman got out, and at the second station the seats were all left vacant except one occupied by a young girl. Several persons, seeing that there were only two persons in the compartment, started to enter it, but they were told by an official standing by the door to go to another coach. Some time before the train moved on he shut the door and locked it.

The light in the coach being poor, Coleman folded his arms, closed his eyes and leaned his head back on the cushion. He had no intention of going to sleep. He was simply thinking of the journey be-

fore him and wondering how he would be interfered with if at all. For some time he sat perfectly motionless. Then between his eyelids he saw the girl, who sat on the other side of the coach and opposite him, begin to look at him. Suspecting her, he began to breathe like a sleeper and finally to snore. Then she reached for his traveling bag, which he had placed on the seat beside him. Coleman snored lustily. The girl opened the bag, and her face lighted up with pleasure at seeing a passport lying on the very top of some toilet articles. Withdrawing it, she thrust it in her bosom, shut the bag and, leaning back in her seat pretended to sleep.

Instead of endeavoring to prevent the theft, Coleman snored on. And this is what he said to himself: "That being one of several passports I have with me, I shall not be delayed by its loss. I was guided to this compartment by a railroad official or a man disguised as a railroad official in the pay of the French ambassador, the compartment having been previously packed by the same person with those who held tickets for the first and second stations on the route. This girl was to be left alone with me to steal my passport."

At the next station the girl left the coach, and Coleman being alone in the compartment and learning from the guard that the train did not stop again for an hour, got a little sleep. After the next stop there was none till the train reached Vilna, and since no one got in with Coleman he slept till reaching that city. The first important stop he reached after having crossed the border was Kneigsberg in Germany, and from there, after skirting the Baltic, he passed through Hamburg and Bremen and reached Holland without adventure. Indeed, he did not look for his enemies in Germany, believing that Holland, being much nearer Paris, would be a far better ground for their operations. He purposed to cross the North Sea from Rotterdam.

Besides his handbag, Coleman carried with him a leather portmanteau, but his official letter from the American minister at St. Petersburg to the prime minister of England he carried on his person. On

entering Holland in order to outwit his enemies he kept his portmanteau on the floor of the car between his heels. A lady entered the compartment who seemed to be ill, leaning her head back on the cushion and closing her eyes. At the first stop after her entrance she said, evidently with effort, to Coleman:

"Would monsieur be so good as to go into the station and bring me a glass of water? I am suffering with a burning thirst."

"Certainly," replied Coleman, and he went for the water. When he returned the sick lady and his suitcase were both gone. Those in the coach told him that the lady, fearing he would be left and parted from his baggage, had got out, taking the portmanteau with her. He did not think it worth while to look for her, so, handing the glass of water to a waiter he had brought with him from the station, not forgetting a tip, he entered the coach, and the train sped on. He regretted the loss of his clothes, but once more he had foiled his enemies and at the same time had learned their tactics.

Unfortunately this gave him a present false security. A passenger, taking out a cigarette case, asked the only two other passengers besides Coleman for permission to smoke. It was granted, and Coleman also assented. All were becoming drowsy when they were startled by a crash of a window pane. Coleman, having suddenly become suspicious that the fumes of the cigarette the man was smoking were drugged, feeling himself coming under its influence, had swung his handbag against the glass. A current of air at once restored those affected, but no one seemed to understand why Coleman was in such a hurry for air as to smash a window. A few minutes later the train stopped at a station, and the smoker got out.

On approaching Rotterdam Coleman nerved himself for the crowning attack of his journey. Undoubtedly some one person had planted these traps in his way and had been informed of their failure. He would therefore instruct his hirelings to prevent at all

hazards the passage of the traveler across the channel. The main danger would be in going from the railway station to the boat. On alighting at the former, Coleman, carrying his bag in one hand and a cane he had brought from St. Petersburg in the other, entered the street. It was growing dark, and he fancied he might skulk through some of the streets without being observed.

He was passing through one of the narrowest, dimmest streets of Rotterdam when he saw a man ahead of him emerge from a passageway and look about him. Realizing that he would probably be taken in front and rear at the same time, Coleman glanced back and saw another man coming toward him. Hurrying forward, when he reached the man in front the fellow stood directly in his way and asked him in French the time. Coleman held his bag and his cane in his left hand. Seizing the handle of his cane with his right, he pulled it from the other part, revealing a blade nearly two feet long and held it point down over the head of the man who blocked his way. The fellow ducked and ran like a deer behind him. Coleman took advantage of his absence to dodge into the passageway from which his adversary had emerged and ran for an open street. Seeing an empty cab standing by the curb, he stepped in, told the coachman to drive him to the boat and was rolled away.

He was now near the water and had only to pass from land to sea. When he alighted from the cab he saw a man standing with a paper in his hand beside the gangway. On reaching the shore end of the gangway the man stepped in his way and began to read something to him. Coleman, understanding this to be a process of law to delay him and noticing that the man was standing very near the edge of the dock, pretending to believe he was in danger of being left, rushed toward the gangway and over it, knocking the process server into the water. A policeman stood ready to follow the reading with an arrest, but the attention of everyone was diverted to the man sputtering in the water. Coleman, taking advantage of the digression, ran aboard the boat and, going down into the hold

instead of up into the cabin, found a convenient cranny in which to hide.

The boat did not leave for two hours, but either the hunters for the message bearer gave up the chase or could not find their man. As soon as the boat had left the dock Coleman went into a state-room, locked the door and, throwing himself on a berth, went to sleep.

He did not awaken till the boat touched the English coast. Then, rousing himself, he went ashore, took a train and in a few hours was in London.

Here the narrative which was written by Coleman to his wife in 1865 and from which this story has been taken ends. There is no mention of the presentation of the information he bore to the English government, but the fact remains that Napoleon III. failed signally to induce England to intervene in American affairs.

A Vacant Lot.

BY MARJORIE CLOUGH.

More than 50 years ago, when the city of Chicago was springing up out of the prairie—or, rather, out of the mud—there were dwellings right in the region which is now occupied solely for business purposes. And right in among some of these dwellings was a lot on which the owner proposed to erect a store building. Those who owned homes in the vicinity objected to a store building being erected near them and clubbed together to buy the lot. The owner asked the exorbitant price of \$1,500, but it was thought best to pay it and keep the neighborhood free from what would mar it for residences.

There were four persons who chipped in to buy the property, but, since one owner was deemed more advisable than four, three of them proposed to play a game of freezeout poker, the winner to receive a deed for the lot. But one of the four, being a deacon in the church and adverse to card playing, suggested that they make over the lot to a trustee, to be deeded to the oldest grandchild of any one of the owners 50 years from the day the trust was made. The men were all between the ages of 27 and 40 years, and no one of them had a grandchild.

One was not even married. Nevertheless, he assented to the plan; the document was drawn up and signed and placed in the hands of the trustee.

In ten years from that time two of the men interested in the lot were dead. The dwellings in the district where the property stood were much run down, being occupied for saloons and small shops. In ten years more the other two owners had passed away and the trustee as well, and a successor had been appointed by the court. The immediate vicinity of the lot had been steadily deteriorating and was now the worst location in the city. But handsome office buildings were being erected two or three blocks distant. Since it was probable that that part of the city would eventually become valuable, the adjoining property was now held at a high figure. Inquiries were made for the lot in question, but it soon came to be known that there was a reason why it could not be sold, and in time it was dropped out as a possible purchase.

When 49 of the 50 years of the trust had passed Edward Ellison, the man who held the trusteeship at that time, one day, looking over some papers in his safe, came upon the deed of trust and saw that in about a year from that time it would be his duty to turn over the lot mentioned to the oldest living grandchild of any one of the men who had made the deed. It therefore behooved him to take measures to discover the person entitled to the property.

The first step he took in the matter was to learn the value of the lot, and he found that in the opinions of real estate men it was valued at two or three hundred thousand dollars. He next made inquiries as to the descendants of the original owners of the property and found that while one family had remained in Chicago the others had drifted to other places. He found also that none of them knew of the lot in question, and he deemed it advisable to say nothing about it until he had learned to whom the law would compel him to deed it. He succeeded in learning the whereabouts of the children of three of the parties to the agreement, and there were 11 in the

second generation and 28 grandchildren. As to the fourth man, William Brown, who had been unmarried when the agreement was made, the trustee could learn nothing about him. An advertisement in the Chicago newspapers failed to bring any response.

Some time before the expiration of the deed of trust Ellison called a meeting of all the descendants of the four men who had owned the property he had been able to reach. Twelve persons attended and nine responded by letter. Having got all the information he could from those who were present, including their ages, Ellison dismissed them and wrote to the others who had written him, asking their ages. Of the 28 grandchildren he had heard of he now had the names, addresses and ages of 21. Of the others he had no information whatever.

However, a week before the 50-year period expired Ellison had narrowed down the probable ownership to one person, Edith Moore, a girl of 19, the oldest daughter of a son of one of the four original owners of the lot. The trustee had proof that she was the rightful owner unless the unmarried member of the quartet had married and had left a grandchild older than Miss Moore.

Edith Moore was an orphan in very poor circumstances. She lived in Chicago and was endeavoring to support herself and her younger brothers and sisters by her needle. Ellison did not like to inform her that she was probably heir to a fortune until he felt warranted in turning it over to her. But the matter by this time had become generally known, and she heard of it through others. This was fortunate, for until it was definitely proved that the fourth man of the quartet had left no grandchildren the trustee could not deliver the property.

One day Edith Moore received a note from a Mrs. Brown, a lady living on one of the dwelling avenues of Chicago, stating that she had been recommended for a seamstress and offering her an engagement that might extend over some time. Edith had heard of her probable heirship, but since there's many a slip 'twixt the cup and the lip she made no

change whatever in her style of living. She therefore called on Mrs. Brown and was engaged to come to the house every day to sew.

Mrs. Brown was a widow, with one son, a young man of 23, the two having recently come from Colorado Springs, where they had been living. They seemed to have the means to live handsomely, and the son had been educated for a physician. He had located in Chicago to take up the practice of his profession. Mrs. Brown was a motherly person and treated Edith as a companion as well as a hireling. It was not long before Edith told the lady of the position she occupied as a probable heiress and of her suspense lest another should be found who was entitled to the property.

Mrs. Brown listened to the story with evident interest and said what she could to give the girl hope that she would receive the inheritance. Meanwhile she often invited Edith to remain for dinner and for the evening. In this way David Brown, the son, came to know Edith and offered her the same sympathy as his mother concerning the fortune she hoped for. As time went on the girl became more and more necessary to Mrs. Brown's comfort, and by and by Edith noticed that occasionally when she had been invited to spend an evening in the house the hostess, pleading indisposition, would leave her son and the seamstress together.

David Brown was sufficiently attractive to win most any girl not otherwise interested, and he had very little trouble in attracting Edith to himself. The girl was puzzled, for the Browns seemed to have plenty of money and would hardly want to get her into the family for her fortune, even if she possessed it, which she did not and quite possibly would not. But matters concerning the lot finally came to a crisis by a note Edith received from Mr. Ellison stating that he had learned that the unmarried member of the owners of the lot had married and had had one or more children. But he did not know if either were living.

This was a bitter disappointment to Edith, but she went to her work at Mrs. Brown's as usual, and so great was her self control that she had been in the house an hour before Mrs. Brown asked her if anything unfortunate had happened to her. Then she told the lady of the information she had received.

Mrs. Brown embraced her, saying at the same time that she was a wonder to be able to keep up under such a setback and that evening kept her for dinner. David Brown on learning of the information she had received was also sympathetic and when left alone with her by his mother was more loverlike than usual.

This was a great comfort even to Edith, since it indicated that she was not courted for her expectations.

Then came another note from the trustee informing Edith that he had received more definite information that Parkinson had been married soon after the trust deed had been executed and had had two children born to him and that the oldest of these children was living.

Edith found it impossible to bear this blow with the same fortitude as before, and arriving at the house where she worked, finding the widow and her son together, on communicating the news to them she burst into tears. The mother put her arms about her and soothed her, then left her with David. Taking her hand, he said to her:

"I have a story to tell you. My mother and I while living in Colorado heard of this vacant lot and, having known of it from my father, concluded to come East and look into the matter, I being the grandson of one of the makers of the trust deed. Besides, I desired to settle here to practice my profession. My mother, having investigated the matter of the lot and hearing that you were expecting to be the owner of it, in order to learn something of you brought you here to sew. But before doing so she had proved my claim to the lot. She did not tell me who you were till you had been here some time, having taken a fancy to you and being desirous to give you an interest in the property through me. In this she has succeeded by your loveliness. My father was interested in mines in Colorado and left us a fortune. On receiving this lot I shall at once deed it to you. And if you will at the same time deed yourself to me you will make me a happy man."

Edith sat looking at the man who had revealed this little plot to her with too much astonishment to reply at once. Had he not come to love her possibly he might have estimated somewhat correctly the emotions under which she was moved. With lover-like impatience he expected her to see at once what he had been planning for months and interpreted what he saw in her expression for an inability to surrender her heart with herself.

"I am disappointed," he said. "My mother and I, having already all the income we need, simply brought you into our home to learn if you were worthy, and if you were we intended to offer to resign this additional fortune to you. Then I discovered that I wanted you, I needed you, and I was in hopes that"—

She interrupted him, but not with words. There were no words to express what she felt. He caught her in his arms.

Legal News

Decisions Under the Hours-of-Service Act.

UNITED STATES CIRCUIT COURT OF APPEALS; FIFTH CIRCUIT.

No. 2396. United States of America vs. Houston Belt and Terminal Railway Company. Error to the District Court of the United States for Southern District of Texas. Decided May 5, 1913.

In a suit brought by the Government against a railroad to recover penalties for violation of the act of Congress of March 4, 1907, known as the hours-of-service law (34 Stat. L., ch. 2399, pp. 1415-1416), for employing signal towermen in a place continuously operated night and day for a longer period than nine hours in a 24-hour period. Held:

1. If a towerman gives to another towerman information over the telephone that trains have started, on receipt of which the second towerman must throw switches, line up tracks, and hold trains as a matter of duty and without discretion on his part, it is evident that these towermen use the telephone to dispatch, report, transmit, and deliver orders pertaining to or affecting train movements.

2. An order affecting train movements may be given by a wave of the hand or the flash of a lantern, and its disobedience might cause as dire consequences as the failure to obey a written message.

3. To limit the word "orders" as used in the proviso in section 2 of the act to technical "train orders" emanating from the train dispatcher's office would be to pervert the plain meaning of the statute.

4. Necessarily an order affecting train movements can be given by any subordinate having to do with trains, and switches, such as a towerman.

5. The Government is not bound to negative the exception as to "case of emergency." The railroad must plead and prove facts which constitute such a defense.

Lock McDaniel, United States attorney, and Philip J. Doherty, special assistant United States attorney, for plaintiff.

Coke K. Burns, John M. King, W. L. Cook, and Andrews, Ball & Streetman, attorneys for defendant.

Before Pardee and Shelby, Circuit Judges, and Foster, District Judge.

OPINION OF THE COURT.

Foster, District Judge, delivered the opinion of the court.

The United States filed suit against the Houston Belt & Terminal Railway Co. to recover certain penalties for alleged violations of what is known as the "hours-of-service act." At the close of the evidence each side requested the court to direct a verdict in its favor. The court granted the motion of the railroad and overruled that of the United States. Both of said rulings are assigned as errors.

The part of the statute pertinent to the issue is as follows:

... no operator, train dispatcher, or her employee who by the use of the telegraph or

telephone, dispatches, reports, transmits, receives, or delivers orders pertaining to or affecting train movements shall be required or permitted to be or remain on duty for a longer period than nine hours in any 24-hour period in all towers, offices, places, and stations continuously operated night and day. [See sec. 2, act March 4, 1907, 24 Stat., 1415.]

The following facts are undisputed. Defendant is a common carrier engaged in interstate commerce and operates two signal towers in its yard at Houston. Tower No. 1 is about 400 yards from the main station and the train dispatcher's office and tower No. 2 is about three-quarters of a mile farther out around a curve. The towers are not visible from each other and are connected by telephone, which, however, has no connection with the train dispatcher's office or any other points. Each tower controls about 25 switches and a double track main line connects with them. The towers are operated continuously day and night. Two operators are employed in each tower, each working 12 hours continuously, and the towermen communicate with each other over the telephone.

The purpose for which the telephone is used and the general method of operating the yards can best be shown by excerpts from the testimony of the towermen.

Pease testified:

Q. What are your duties in these towers? A. To handle switches and derails, and we were operating them by electricity and keep these trains moving as near as possible.

Q. State what the man at tower No. 2 did when you notified him there was a train that was passing tower No. 1, if you know? A. That would be impossible for me to know what he did at that time, not being able to see him, but he should have—if I told him a train was going, going to the roundhouse—he should have lined up for the roundhouse, and if I told him it was going south he should have given him the main line.

Q. It was his duty to do that? A. Yes, sir.

Q. Mr. Pease, suppose there is a transfer of cars coming from tower No. 2 in the direction of tower No. 1. What authority governed the disposition of these cars? A. The foreman of the crew.

Q. Where does the foreman get his authority? A. From the yardmaster.

Q. Where does the yardmaster get his authority? A. From the trainmaster.

Q. Then, suppose there is a transfer of cars coming by tower 2 in the direction of tower 1, as I understand the foreman would tell the man at tower No. 2 the disposition to be made of that transfer of cars? A. Yes, sir.

Q. Then the towerman at tower No. 2 would call you and inform you of the disposition? A. Yes, sir.

Q. Then was it not your duty to make the disposition of the cars that was given to you over the telephone? A. It would be my duty to move that train according to the instructions I received over the telephone, if possible to move it that way. If there was not something else already occupying the block,

Q. Suppose the information was that this transfer of cars was to go on the freight lead down near your tower, you acted in accordance with that in-

struction, and placed the cars on the freight lead, did you not? A. Yes, sir.

Q. Did you have to obey that communication because this towerman had told you; did he have a right to command you to do that? A. No, sir; he had no authority over me, but I would move this train according to his instructions as my duty, not as him having authority over me.

Myers testified:

Q. What use was the telephone put to while you were there? A. Well, to call up the other towerman and tell him what was coming.

Q. Would they make the same use of the telephone there as to telling you what was coming in your direction? A. Yes, sir; tell us also what was coming and if possible where they were to go or to be routed. Sometimes there was a case where you would not exactly know, but whenever you could you routed them.

Q. What would they tell you over the telephone in regard to a certain transfer or train that was coming in your direction? A. The operator would tell me whatever signal he got from the crew, and if it was a passenger train he would say such and such a train was coming, and that would give me time to hold the switch engines and other trains and line up for that train.

Q. What was the practice at that time when it became necessary to run trains in both directions over the same track, going in each direction? A. It is a double track between the two towers, and in case one track is out of service, or the track may not be out of service but the train broken down or something, and we had to operate engine on northbound and southbound track over one track, one towerman would call up the other towerman and tell him engine so-and-so is coming north on the wrong main, and to hold everything until the arrival of this engine number so-and-so, and vice versa; if anything was going the other way, he would say hold everything until the arrival of this train or engine.

McAlexander testified:

Q. What would you say to the towerman in the other tower over the telephone? A. Well, I would tell him that such and such a train was leaving the depot and some engine was going to the roundhouse on the main line.

Q. In case where one track was being used—that is, when traffic was running against the current of traffic, or the trains running in both directions on one track, what communication would you have then? A. Well, in case they would do that I would call up the towerman at tower No. 2 and find out if anything was coming in that direction on that track if we were using one track for traffic in both directions, and I would call up and find out whether there was anything coming in there, and if so, I would hold my train or engine up there until the other arrived, but if there was nothing coming at all, I would tell him to hold the track until this train had arrived.

Q. How would he indicate that to the foreman in charge of the train he was to hold? A. How would he indicate it?

Q. Yes, sir. A. By board.

Q. By block? A. Block signal; yes, sir.

Golden testified:

Q. What communication would you have with the towerman at No. 1 when a train passed your station coming into his station? A. Well, when the train passed over what we call the "buzzer," about a mile and a half south of the tower, I would ring up the tower and tell him train number so-and-so had passed over the "buzzer," or if the train was late or something, I even might wait until they would get to the tower and then I would call him up and say train so-and-so had passed the tower.

Q. In case only one track was being used for the passage of trains, and the other track was not being used, what communication would you have with the man in tower No. 1? A. I would call up the towerman of tower No. 1 and tell him that there was trouble on south—say northbound track, and I would have to run trains on the southbound track.

Q. Going north? A. Yes, sir, going north; and I would ask him if he had anything coming south, and if there was not, to hold everything until engine number so-and-so, with or without a train, arrived at tower No. 1.

Q. Under the same conditions, if a train was coming by you from the north would the operator at tower No. 1 give you the same instructions? A. Yes, sir.

Q. What would you do then? A. If there was any train due there going north I would hold this signal against them until the train he had designated had arrived at tower No. 2.

Q. In what way would you communicate this order to the trainmen? A. By holding the signal against them.

This testimony is not disputed, but the ultimate facts to be deduced are:

It is contended on behalf of the railroad company that the word "orders" in the statute must be construed to mean what the railroads technically call "train orders"; that is, such orders emanate from the train dispatcher's office, and are reduced to writing and handed to the conductor and engineer of a train. We cannot agree with this contention. To do so would be to pervert the plain meaning of the statute. An order affecting train movements may be given by a wave of the hand or flash of a lantern and its disobedience might cause as dire consequences as the failure to obey a written message. Necessarily an order affecting train movements can be given by any subordinate having to do with trains and switches such as a towerman.

The railroad further contends, however, that the telephone between these towers is not used to transmit "orders" in any sense of the word. Regarding this, it is evident, from the testimony of the towermen quoted above, that they use the telephone to repeat signals from the trainmen which indicate the routing of the train as originally made by the trainmaster. That they give information over it that trains have started, on receipt of which information the other towerman must throw switches, line up tracks, and hold other trains, as a matter of duty and without discretion on his part, and that they run trains in both directions over a single track and instruct the other towermen by the telephone as to holding traffic. It is therefore

evident that these towermen use the telephone to dispatch, report, transmit, receive, and deliver orders appertaining to, or affecting train movements. To say that these towermen only used the telephone for the giving of information, not covered by the statute, would be the merest sophistry. Indeed it is difficult to conceive how anything could be a more imperative order affecting train movements than for one towerman to notify another that he had started a train, at the same time telling him to hold all traffic in the opposite direction over the same track.

The railroad still further contends that the rulings of the court were correct because plaintiff did not negative that the acts and conduct of the defendant complained of came within the exception of the act, which reads as follows:

In case of emergency, when the employees named in this proviso may be permitted to be and remain on duty for four additional hours in a 24-hour period on not exceeding three days in any week.

We are again forced to disagree. The action, though for a penalty, is civil in its nature, and the pleader is not required to state his cause of action with the exactness and particularity that would be necessary in a criminal indictment. In the nature of things, in most cases arising under the act, facts bringing the case within the exception would be only within the knowledge of the railroad and the Government should not be required to allege that of which it knows nothing simply to conform to a mere technicality of pleading. If facts existed that would bring the case within the exception, they constituted a defense that the railroad should have pleaded and proved. (See *New York Central & Hudson River R. R. Co. vs. United States*, 165 Fed., 183; *United States vs. Kansas City Southern Ry. Co.*, 202 Fed., 828.)

We must hold that both assignments of error are well taken. The judgment is reversed and the case remanded for a new trial.

Act Creating the Department of Labor.

March 12, 1913.

To Whom it May Concern:

Whereas, the following act, approved March 4, 1913, created the Department of Labor:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby created an executive department in the Government to be called the Department of Labor, with a Secretary of Labor, who shall be the head thereof, to be appointed by the President, by and with the advice and consent of the Senate; and who shall receive a salary of \$12,000 per annum, and whose tenure of office shall be like that of the heads of the other executive departments; and Section 158 of the Revised Statutes is hereby amended to include such department, and the provisions of title four of the Revised Statutes, including all amendments thereto, are hereby made applicable to said department; and the Department of Commerce and Labor shall hereafter be called the Department of Commerce, and the secretary thereof shall be called the Secretary of Commerce, and the act creating the said

Department of Commerce and Labor is hereby amended accordingly. The purpose of the Department of Labor shall be to foster, promote, and develop the welfare of the wage-earners of the United States, to improve their working conditions, and to advance their opportunities for profitable employment. The said secretary shall cause a seal of office to be made for the said department of such device as the President shall approve and judicial notice shall be taken of said the seal.

SEC. 2. That there shall be in said department an Assistant Secretary of Labor, to be appointed by the President, who shall receive a salary of \$5,000 a year. He shall perform such duties as shall be prescribed by the secretary or required by law. There shall also be one chief clerk and a disbursing clerk, and such other clerical assistants, inspectors, and special agents as may from time to time be provided for by Congress. The Auditor for the State and other departments shall receive and examine all accounts of salaries and incidental expenses of the office of the Secretary of Labor and of all bureaus and offices under his direction, and all accounts relating to all other business within the jurisdiction of the Department of Labor and certify the balances arising thereon to the division of bookkeeping and warrants and send forthwith a copy of each certificate to the Secretary of Labor.

SEC. 3. That the following-named offices, bureaus, divisions, and branches of the public service now and heretofore under the jurisdiction of the Department of Commerce and Labor, and all that pertains to the same, known as the Commissioner General of Immigration, the Commissioners of Immigration, the Bureau of Immigration and Naturalization, the Division of Information, the Division of Naturalization and the Immigration Service at Large, the Bureau of Labor, the Children's Bureau, and the Commissioner of Labor, be, and the same hereby are transferred from the Department of Commerce and Labor to the Department of Labor, and the same shall hereafter remain under the jurisdiction and supervision of the last-named department. The Bureau of Immigration and Naturalization is hereby divided into two bureaus, to be known hereafter as the Bureau of Immigration and the Bureau of Naturalization, and the titles Chief Division of Naturalization and Assistant Chief shall be Commissioner of Naturalization and Deputy Commissioner of Naturalization. The Commissioner of Naturalization or, in his absence, the Deputy Commissioner of Naturalization, shall be the administrative officer in charge of the Bureau of Naturalization and of the administration of the naturalization laws under the immediate direction of the Secretary of Labor, to whom he shall report directly upon all naturalization matters annually and as otherwise required, and the appointments of these two officers shall be made in the same manner as appointments to competitive classified civil service positions. The Bureau of Labor shall hereafter be known as the Bureau of Labor Statistics, and the Commissioner of the Bureau of Labor shall hereafter be known as the Commissioner of Labor Statistics; and all the powers and duties heretofore possessed by the Commissioner of Labor shall be retained and exer-

cised by the Commissioner of Labor Statistics; and the administration of the act of May 30, 1908, granting to certain employees of the United States the right to receive from it compensation for injuries sustained in the course of their employment.

SEC. 4. That the Bureau of Labor Statistics, under the direction of the Secretary of Labor, shall collect, collate, and report at least once each year, or oftener if necessary, full and complete statistics of the conditions of labor and the products and the distribution of the products of the same, and to this end said secretary shall have power to employ any or either of the bureaus provided for his department and to rearrange such statistical work and to distribute or consolidate the same as may be deemed desirable in the public interests; and said secretary shall also have authority to call upon other departments of the Government for statistical data and results obtained by them; and said Secretary of Labor may collate, arrange and publish such statistical information so obtained in such manner as to him may seem wise.

SEC. 5. That the official records and papers now on file in and pertaining exclusively to the business of any bureau, office, department, or branch of the public service in this act transferred to the Department of Labor, together with the furniture now in use in such bureau, office, department, or branch of the public service, shall be, and hereby are, transferred to the Department of Labor.

SEC. 6. That the Secretary of Labor shall have charge in the buildings or premises occupied by or appropriated to the Department of Labor, of the library, furniture, fixtures, records, and other property pertaining to it or hereafter acquired for use in its business; he shall be allowed to expend for periodicals and the purposes of the library and for rental of appropriate quarters for the accommodation of the Department of Labor within the District of Columbia, and for all other incidental expenses, such sums as Congress may provide from time to time: *Provided, however,* That where any office, bureau, or branch of the public service transferred to the Department of Labor by this Act is occupying rented buildings or premises, it may still continue to do so until other suitable quarters are provided for its use. *And provided further,* That all officers, clerks, and employees now employed in any of the bureaus, offices, departments, or branches of the public service in this Act transferred to the Department of Labor are each and all hereby transferred to said department at their present grades and salaries, except where otherwise provided in this Act: *And provided further,* That all laws prescribing the work and defining the duties of the several bureaus, offices, departments, or branches of the public service by this Act transferred to and made a part of the Department of Labor shall, so far as the same are not in conflict with the provisions of this Act, remain in full force and effect, to be executed under the direction of the Secretary of Labor.

SEC. 7. That there shall be a solicitor of the Department of Justice for the Department of Labor, whose salary shall be \$5,000 per annum.

SEC. 8. That the Secretary of Labor shall have power to act as mediator and to appoint com-

missioners of conciliation in labor disputes whenever in his judgment the interests of industrial peace may require it to be done; and all duties performed and all power and authority now possessed or exercised by the head of any executive department in and over any bureau, office, officer, board, branch, or division of the public service by this Act transferred to the Department of Labor, or any business arising therefrom or pertaining thereto, or in relation to the duties performed by and authority conferred by law upon such bureau, officer, office, board, branch, or division of the public service, whether of an appellate or revisory character or otherwise, shall hereafter be vested in and exercised by the head of the said Department of Labor.

SEC. 9. That the Secretary of Labor shall annually, at the close of each fiscal year, make a report in writing to Congress, giving an account of all moneys received and disbursed by him and his department and describing the work done by the department. He shall also, from time to time, make such special investigations and reports as he may be required to do by the President, or by Congress, or which he himself may deem necessary.

SEC. 10. That the Secretary of Labor shall investigate and report to Congress a plan of co-ordination of the activities, duties, and powers of the Secretary of Labor with the activities, duties, and powers of the present bureaus, commissions, and departments, so far as they relate to labor and its conditions, in order to harmonize and unify such activities, duties, and powers, with a view to further legislation to further define the duties and powers of such Department of Labor.

SEC. 11. That this Act shall take effect March 4, 1913, and all Acts or parts of Acts inconsistent with this Act are hereby repealed.

It is hereby ordered that all regulations, instructions, and decisions in force March 3, 1913, given by competent authority, applicable or pertaining to or affecting the above mentioned offices, bureaus, divisions, branches, and departments of the public service, their business, duties, powers, authority, effects, and employees, shall remain in full force and effect until further ordered; subject, however, to the jurisdiction of this department, and with such changes as may be necessary to carry into effect the transfer of supervisory and other powers to this department.

(Signed)

W. B. WILSON, Sec.

Referendum on the Full Crew Bill in Missouri.

Railroads in Missouri have obtained a sufficient number of signatures to assure the submission of the "full crew" law, enacted by the past legislature, to a referendum at the next general election. It is expected that the petition will contain double the number of signatures required by the state constitution when filed with the Secretary of State. The referendum petition will prevent the "full crew" law from becoming operative until the next general election in Missouri, November 3, 1914, at least. The law was to have become effective June 22.—*Railway & Engineering Review.*

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

Convalescing.

I thank Almighty God above,
For clothing me with kindly love,
From out His boundless store;
And wooing back to human guise,
My spirit pressing for the skies,
Like once or twice of yore.

I felt the cold raw hand of death,
Clutch out to take my latest breath,
And yet I felt no pain,
Until my loved ones sobbed and sighed,
Ah, then I felt the ebbing tide,
Flow backward o'er the brain.

I then began to warble forth
My ancient songs of little worth,
To please the boys at large;
And Salmons, dear, My sterling friend,
How kindly said, "Until the end
You'd keep me in your charge."

I'd like to tell our great Grand Chief,
That you have given me relief,
As oft' you did before;
You helped to keep the embers bright,
Which were consumed most out of sight,
In death's dark dismal store.

God bless them and God bless us all,
Upon His Mighty Self I call,
The King of boundless space.
Oh! may He guide us on our way
To glorious heights of endless day
Where we'll behold His face.

SHANDY MAGUIRE.

Railroading in Cuba.

FELTON, CUBA, June 1, 1913.

EDITOR JOURNAL: After railroading in a country where it is nine months winter and three months late in the fall for 27 years, and in the meantime having developed an orange grove in this country, I find myself for the last three years in

this land of perpetual summer; but not as an orange grower, as I had anticipated, on account of the protective policy of the United States, which forbids any foreigner from reaping any profits from his fruits. As there are very few natives in Cuba engaged in this business, it is really a tax by the United States on its own people who have invested in this country.

We are hoping the new tariff bill in Congress will abolish those excessive duties, so that we unfortunate ones can realize something from our investments and give the people a chance to get a delicious orange or grapefruit.

I have leased my place for a number of years and returned to my first love, the locomotive.

I worked for quite awhile for the "Cuba Company," an American road built since the Spanish-American war, extending from Santa Clara, the western terminus, to Autella and Santiago, on the north and south coasts, respectively; besides numerous branches to coast cities, including almost a double track line from Marti to Santiago via Bayamo, Manzanillo, opening up a vast tract of the richest sugarcane country in the world. This road has done for Eastern Cuba what the Pacific roads did for the Middle West, and it is a wonderful improvement. There are numerous cities and towns along the line of this road in the last 10 years.

The road has increased its motive power from 27 engines in 1903 to over 100, and all the best American types. They run a daily through train to Havana in connection with the United Railways of Havana.

The average American does not stay here long, as conditions are so entirely different from our own country as to manner of living, rules and regulations, and pay as well, which is on a monthly basis, with no pay for overtime, which at times is fierce.

Eating houses are expensive and few and far between, and sleeping accommodations often consist of a hammock swung in a box-car, caboose or the soft side of a mahogany locker, or a canvas cot with only a sheet for covering in the

average lodging house, which costs from 35 to 50 cents per night.

Ham and eggs, fried potatoes, hot rolls and cakes are an unknown quantity for breakfast, and it is only hard bread and black coffee instead, and it is often 1:00 to 3:00 p. m. before you reach a place where you can get a "square," and then chances are slim for a supper, and perhaps you have an early start the next day on bread and coffee.

There are many other things to contend with, so would advise anyone who can possibly get a job in the States not to come here under present conditions.

I have been working for the last two years for the Spanish-American Iron Company, running the largest engine in Cuba on a 15-mile run, making on an average of two trips a day with three meals a day and every night at home in a beautiful bungalow with all modern conveniences, such as shower bath, hot and cold water, toilet, and electric lights, and facing beautiful Nipe Bay, from which blow cooling breezes every day in the year.

The early morning trips in December, January and February are just cold enough to be a reminder of what has been in days past.

This company has an immense nodulizing plant treating the raw ore for the steel mills of the North, and everything is run by electric motors, both in nodulizing plant and machinshop, which is running day and night, keeping in repair engines, cars, steam shovels, excavators and electric transfer cars, transferring the treated ores to the dock, where electric cranes can load a boat of six to seven thousand tons in eight or nine hours.

When the 12 kilns are running full blast they can use up about 60 cars of 50 tons each a day.

There are a great many Jamaicans, Spaniards, and a few Americans here in this modern little city with its beautiful tropical parks and gardens, where roses bloom the year round and the thermometer seldom rises above 80 degrees in the shade, and very little sickness of any kind, thanks to our efficient sanitary department. Fraternally yours,

S. N. WARE, Div. 103.

Ten or Twelve Hour Day.

PORTSMOUTH, VA., May 7, 1913.

EDITOR JOURNAL: I notice in our March, also in May issue, a subject has been brought to our attention again upon which I am very much interested, and it should interest all other Brothers throughout the land. It is the subject of shorter hours.

Now, Brothers, let's put our shoulders to the wheel and push it hard. To think that a body of men such as we are, who can demand almost anything that is right and fair if we would stick together, should have to wear out our lives trying to give good results and working to the interest of our companies in order that they may reap a good harvest, and that in order to do so we must deprive ourselves of a good deal of pleasure and recreation, working from 14 to 16 hours out of every 24! What rest, what pleasure can we possibly have if we must be on duty every day from 4:30 a. m. to 7:30 and 8:00 p. m. and just squeeze in your home terminal 10 minutes to the good of 16 hours on duty, then inspect your engine, make out your work report and time slip, register off, wash up and walk from 10 to 15 minutes to get home, eat a hasty meal and go to bed, only to be called the next morning at 4:30, when everyone else is enjoying the good, cool morning rest, to be on duty the same hours right over again; and if you call for 10 hours' rest you are likely to be criticised by the superintendent, yardmasters, conductors, etc., as not being tough, and remarks made that the engineer tied up for 10 hours' rest, the one that works the least and has nothing to do but sit on the engine and take it easy, and other compliments. Of course the superintendent wants the run to go out on time, and you must either go or lay off and lose \$12 or \$15 to satisfy his wants.

Now, Brothers, let's get down to business. Let's have a 10 or 12 hour day, as most all other "common" laborers have. Of course the skilled laborers, such as the operators, clerks, etc., have eight hours, but the enginemen who do nothing, know nothing but work and pull their money-making trains over the road

safely, with from 30 to 90 cars to the train, switch at most all stations along the line, pick up and set off cars, and handle during the day probably from 100 to 125 cars, still you are not counted as so many machines.

Again I say, Brothers, let's get together and have 10 or 12 hours to work, four hours to rest and eight hours to sleep, then we will all be more pleasant to our family and to our fellowman and friends. No man who must work 16 hours every day of his life or lay off half the time can be pleasant or sociable, and the neighbors will point you out as being a chronic grouch, and all on account of your being worn out.

Hoping that we may get together and demand a 12-hour day for road men and an eight hour day for our Brothers in the yard, I am,

Yours very truly,
BROTHER FROM DIV. 819.

Offensive vs. Defensive.

ELKHART, IND., June 8, 1913.

EDITOR JOURNAL: Of late many observations came under my notice from different sources in a somewhat distasteful manner relative to the attitude of expressions regarding the demands of the locomotive engineers for higher rates of pay, and it appeals to the writer that it is our duty to make some effort to overcome the excess pressure in our differential piston. It is necessary for us to make an effort to reduce this pressure to a minimum in order to prove that our cause is and was a just one; and, in order to equalize this pressure, we should try and make an example relative to this attitude. A comparison between our wages of today and 15 years ago is somewhat near like this: The wages of a locomotive engineer in the last 15 years have increased about 35 per cent and the cost of living has increased about 60 per cent, and our responsibility has increased about 200 per cent.

These are very nearly correct figures, and thus we can observe that we are not having our pressure equalized by a large per cent. Yet, we will take an ordinary mechanic in the city of Chicago—

a man with a saw, hammer and square—and another with a yardstick, pasting and smoothing brush, and so on in many different occupations where there is no responsibility connected with those men. They will command 65 cents per hour, while an engineer has got to have more than ordinary intellect in order to obtain and maintain the position as an engineer.

The engineer has a continuous responsibility resting upon him if he desires to make and be a successful engineer; not losing sight of the fact that in order to serve our employers and the public in general with good service we must take into consideration that obedience to the law is absolutely necessary, notwithstanding the fact that our services rendered give the road which we are employed on the foundation to build a good and safe business, of which any and all roads are proud.

Anyone who has not had the actual experience cannot possibly comprehend what it is to follow the life of a locomotive engineer. There are so many different points to be observed by an engineer that are unknown to the general public and even to some officials that, if known clearly, I am sure they would materially strengthen our argument. We must commit ourselves to all kinds of weather all hours of the night or day, and in prosperous times must be out many times when we ought to be in bed recuperating. Our ever watchful eyes are employed at all times when on duty and our always thoughtful brains have an unlimited amount of work to perform in order to make it safe for the companies, the public and ourselves.

The technical and physical characteristics of this occupation are so indefinite to the majority that the minority has a hard time to introduce those many interesting points which show us by statistics that the average life of a locomotive engineer is only 11 years. This certainly is positive proof that the increased responsibility is burdensome to those who are in this class of service.

It would only be a matter of short duration if some of those thinking classes would follow our footsteps just one month, say in the winter when business is rush-

ing, when they would rather give the price of a trip to stay in bed rather than go and know that the weather is almost unendurable.

So many good, sound arguments could be produced, but will not take too much time or space.

Hoping to hear from someone else through our JOURNAL, I remain,

Yours fraternally,

I. H. MAYER, Div. 248.

A Canadian Heavyweight.

BIGGAR, SASK., May 5, 1913.

EDITOR JOURNAL: Inclosed please find photo of Brother E. Harmon, Div. 796, and Chas. Stewart, locomotive foreman, Biggar, Sask., Div. 40, Portland, Me.

Brother Harmon is the largest engineer on the G. T. P. system. His normal weight is 348 pounds, fighting weight about one ton. He entered the service on the G. T. P. during the summer of

1908, and now stands for a passenger run. His greatest trouble is packing an engine truck, to say nothing of squeezing through the gangway of one of our 800 class engines, and in the bunkroom the resonant, sonorous, heartrending evidences of his peaceful (?) slumber once heard is never to be forgotten.

I am sending you this letter and picture and hope to see both of them in print, to give the Brothers an idea of what a real white hope looks like.

Yours very fraternally,

H. H. JENTZ, Div. 796.

Bro. George H. Cheney, Div. 191.

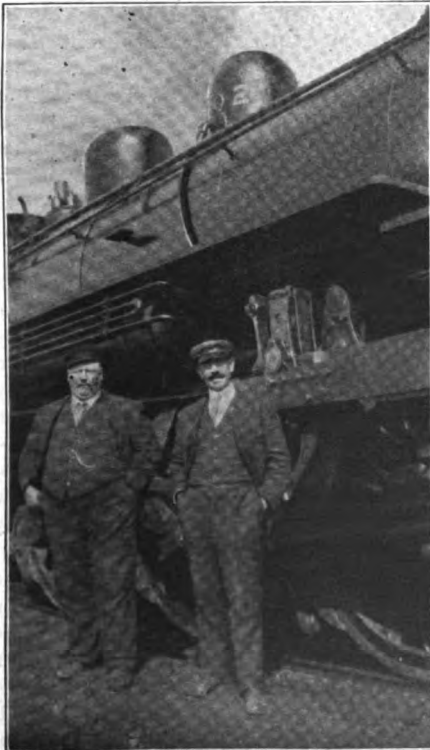
"On the 9th day of February, 1875, and a bitter cold day it was, I ran the first train that was ever run through the Hoosac tunnel. I had my two sons, Will and Sam, 10 and 11 years old, with me in the cab, so they could have it to say later."

Thus spoke George H. Cheney, of Williamstown. He is a little gentleman, aged just a bit, with keen, bright eyes and rosy cheeks.

"We were obliged to go slow," continued the speaker. "It took us just 34 minutes to run through. We had our pictures taken standing beside the locomotive which was named the N. C. Munson in honor of a big contractor of railroad fame.

"That day was a significant one, for it meant the close of one of the greatest feats of workmanship in the history of the United States and it was not completed without loss of many lives, and the expenditure of a score of millions in money, when only a few millions had been reckoned on."

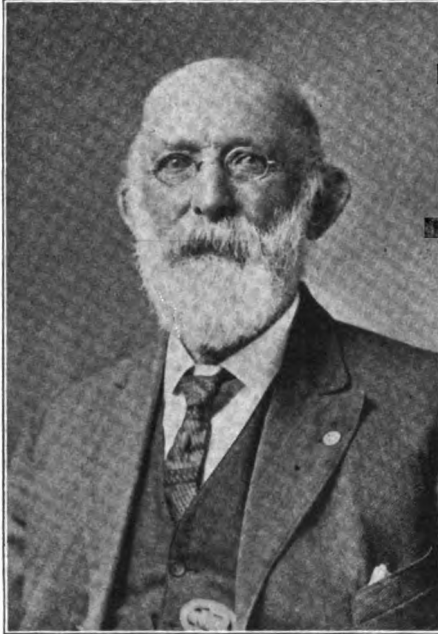
Mr. Cheney was born in Newton Lower Falls 78 years ago. "Do you know," he said, "that I ran the first train that was used to fill in all the Boston Back Bay land? That was in 1858, and on June 17, the first load of dirt was dumped. C. D. Munson had the contract and I worked with him nine years. I began my railroad career firing on the Worcester & Nashua railroad, March 13, 1851, at the age of 17, and I fired for five years before I got my first engine. That was in



BRO. E. HARMON, DIV. 796, CHAS. STEWART, DIV. 40.
Locomotive foreman, Biggar, Saskatchewan, Can.
—Courtesy Bro. Chas. Jentz, Div. 796.

1856, when I went with the Philadelphia, Wilmington & Baltimore railroad. Up to this time wood had been used to fire with, and mine was the first coal-burning engine to go over the road.

"Mr. Munson had formerly had a contract with the Philadelphia, Wilmington & Baltimore railroad and when he left them he took two engines in part payment, and these we used filling in the Back Bay, drawing the gravel from Needham. From Brookline to the foot of Beacon



BRO. GEORGE CHENEY, DIV. 191.

hill, and away across to Tremont street was water and marsh land and when I look at these fine buildings I think of the days when they laid out Arlington street, the first of the Back Bay streets to be built. The church on the corner was the first building to go up. Then the first residential venture was the home of Dr. Willard, the oculist; the Montgomery Sears place came next, I think. The public Garden of today was a public dump in those days, and when we were filling in up towards Charles street we had it so shut in that no water could get in, and what was already in couldn't get back, and I remember the people coming down with baskets and pans and scooping

up the eels by the bushel that were imprisoned there.

"When we got the land on the Beacon street side filled we crossed over the Providence road and filled in around Tremont street. The only building of any importance or size around this neighborhood at that time was Chickering's old piano factory, which still stands there today.

"Well, it took upward of 20 years to fill in the Back Bay, even though the B. & A. was doing a lot of dumping on its own account.

"In 1871-72 Mr. Munson took a contract to rebuild the state road between Greenfield and the town of Hoosac. I worked for him until 1875. Then I resigned and went to work for Mr. B. N. Farren, running a construction train into the tunnel which was in process of building.

"My next job was with the Fitchburg railroad and I left it in 1894 and that ended my railroad career."

Mr. Cheney was one of the best known railroad men in the East, and never had but one serious accident in his career. That was when he was filling in the Back Bay and stuck his head out of his engine to see what was the matter with his tender. He has a deep indentation in his skull to this day as the result of striking his head against a pole and he was laid up for three weeks. That was in 1861.

Mr. Cheney was married on April 30, 1861, to Katherine Thornton, of South Boston. Their union was a very happy one, and the tears rolled down the old man's cheeks as he related how they often spoke of their approaching golden anniversary—which was never to be—for Mrs. Cheney died two years ago, when the longed-for day was but a few months away. They had lived happily together for 49 years and 7 months.

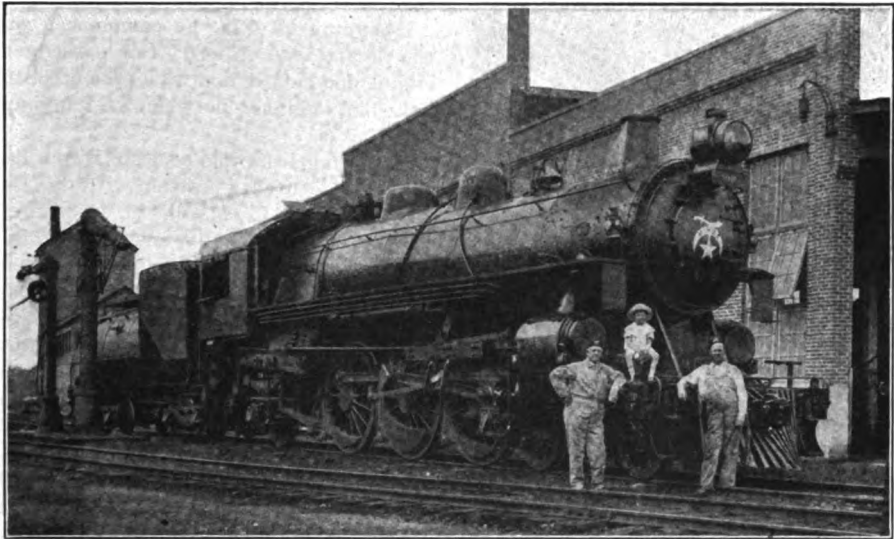
Mr. Cheney does chores about his home in Williamstown. He is still active in affairs of the Brotherhood of Locomotive Engineers, having recently attended a session of the organization in Boston and in Fitchburg. He is strong and sprightly and enjoys life. He takes a keen interest in everything that goes on. His good health he attributes to clean and

right living, but he didn't, he said, deny himself the good things of life. Outdoor work or exercise and an optimistic nature will prolong any man's life, he claims.—From a newspaper clipping sent in with picture.—EDITOR.

Brother Cheney was a charter member of Div. 61, Boston. Transferred to Div. 77, New Haven, Conn., then to Div. 54, Port Jervis, N. Y., and from that Division to Div. 191, Fitchburg, Mass., where he now holds membership.

H. E. PARKER, S.-T. Div. 191.

Brother Worrell is one of the oldest and most efficient engineers on the Kansas City Southern, having been employed as engineer when the road was under construction, and shortly after its completion was promoted to a passenger run over the Mountain district. His ability has been recognized by the management on several occasions, and he has been promoted to positions of district foreman and again as traveling engineer. But "Brother Jack" as he is familiarly called by all his associates has been un-



BRO. J. H. WORRELL, DIV. 569, IN CHARGE OF ENGINE, BRO. A. D. WILLIAMS, DIV. 527, DISTRICT FOREMAN AT DE QUEEN, ARK., AND GRANDSON OF BRO. WORRELL.

—Courtesy Bro. T. J. Clayton, Div. 569.

Shriners' Special—New Type Locomotive K. C. S.

DEQUEEN, ARK., May 20, 1913.

EDITOR JOURNAL: This accompanying picture represents one of the new Pacific type locomotives on the Kansas City Southern Railroad, decorated to pull the Shriners' special from Pittsburg, Kans., to Texarkana, Tex. The run was over the Texas & Pacific to the Shriners' Conclave at Dallas, Tex.

The engine and train crew were all Shriners. In the picture is shown Bro. J. W. Worrell, member of Div. 569, in charge of engine, and Bro. A. D. Williams, member of Div. 527, district foreman at DeQueen, Ark., and the mascot, Claude Crainor, grandson of Brother Worrell.

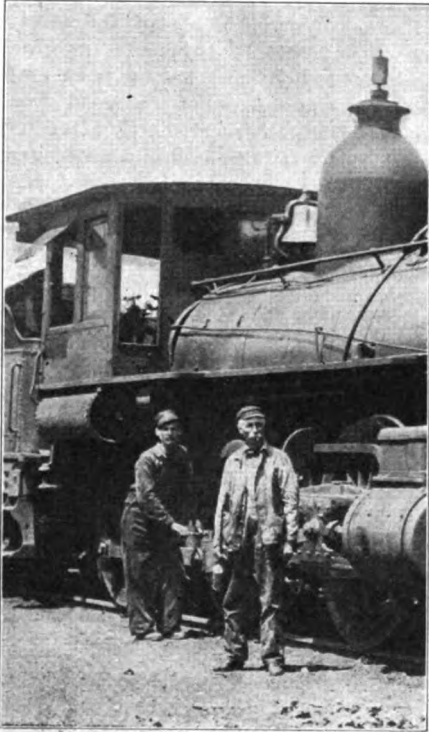
able to wean himself away from an engine for any great length of time, and has resigned from official positions and refused offers of other advancements to resume his seat on the right side of the cab of a locomotive. Courteously,

T. J. CLAYTON, Div. 569.

Bro. Henry E. Steele.

SARNIA, ONT., June 8, 1913.

EDITOR JOURNAL: Forty years at the throttle for the Grand Trunk Railroad is the record of Henry E. Steele, who stepped from his cab May 23 to take his place among the pensioned veterans of the road. Mr. Steele has been a life-long member of the B. of L. E., has held every office in the Division, and has served on the grievance committee. During his



BRO. HENRY E. STEELE, DIV. 210, AND HIS ENGINE.

long period of service "Old Hank," as he is affectionately called by his brother workmen, has achieved the enviable distinction of never having been in a wreck, and his public career as a railroad man is singularly flawless. He has three times been honored by the Brotherhood as Chief Engineer, a worthy tribute to his sterling character. Old Hank is a married man, and proud of it. Besides his amiable wife he has four sons and two daughters, all married with the exception of one daughter, and a little bird whispers in our ear that she soon will be. Oh, yes, by the way, Hank is a real granddaddy, too, and he sure is proud of the six youngsters who clamber aboard his knee and pull his mustache. And he isn't so very old either, only 65 years of age.

I am inclosing a picture of Old Hank's pet engine; it was one of the joys of his life. Perhaps those who will miss him most are Andy and Jim, the two switchmen who have worn out many a footboard.

H. C. DENKELBERG, B. OF L. F. & E.

Bro. Chas. G. Clark, Div. 13.

MINNEAPOLIS, MINN., May 9, 1913.

EDITOR JOURNAL: Bro. Chas. G. Clark is 76 years old, having been born in Newburn, Vt., in 1836. He went firing for the old Concord & Boston Railroad in 1858. After six months he came West to Chicago and secured work as a fireman on the Chicago & North Western Railroad.

In 1861 he was promoted to engineer and ran the engine 18 years, six years of which were in passenger service running on the Chicago and Madison division of the N. W. R. R.

Resigning in 1879, he commenced on the Omaha road in 1880; ran passenger engine one month and was promoted to traveling engineer between St. Paul and Elroy, Wis.

Resigning from this position March 19, 1883, he secured a position with the C. M. & St. P. R. R., March 20, 1883, running between Mason City and Sanborn, Ia.

He also ran on cut-off between Mason City, Ia., and Austin, Minn. Transferred to the River Division about September, 1883, he ran on the way freight between St. Paul and La Crosse for one year. Took switch engine at Winona, September, 1884, the position which he is holding at the present time.

Brother Clark joined our Order at Chicago in 1873, Div. 96. He moved his membership to Div. 176, Baraboo, Wis.



BRO. CHARLES G. CLARK, DIV. 357.

He was charter member and Chief of this Division; elected delegate two terms, once at Boston and once at New York. After this he moved his membership to Div. 150 at St. Paul and then again to Div. 13 at La Crosse, of which he is now a member in good standing.

He took out an insurance policy in 1875. He still holds the policy of that date.

Brother Clark still retains recommendations from master mechanics and superintendents that date back as far as 1861 that any man would be proud to hold.

Brother Clark has the record of being the first engine dispatcher that the N. W. R. R. ever employed. When the master mechanic wanted firemen Brother Clark was called upon to select them. I have been informed that Brother Wheeler, Secretary of Div. 13, is securing a badge for Brother Clark, to which he is duly entitled.

At the age of 70 he was the proud father of a little daughter, Caroline, who accompanies him in this picture.

Brother Clark always has a pleasant greeting for all the "boys" as they pass through Winona.

The "boys" of the River Division would be pleased to see him for many years, as they pass through Winona.

Fraternally,
A. C. HOARD, Div. 357.

Bro. Michael Hassett, Div. 548.

PERU, IND., May 20, 1913.

EDITOR JOURNAL: As I look through our JOURNAL from time to time I find mention of life-long members of this Brotherhood. I will inclose you a photograph of Bro. Michael Hassett, a member of Div. 548. He was initiated into Div. 11, at Indianapolis, Ind., in 1874. He has always taken an active part in the B. of L. E. Brother Hassett commenced his railroad life in 1869 as a brakeman. In 1870 he entered the engine service and has remained in that class ever since. He was promoted to the position of engineer in 1873, on the old I. P. & C., now the Lake Erie & Western

Railroad, a part of the New York Central Lines.

Brother Hassett has been in passenger service since August, 1889, between Peru and Michigan City, and still makes his daily trips. He has been very fortunate in the way of accidents, never having but one that came anyways near being serious to himself or the ones intrusted to his care. That was near Laporte, Ind., on the 2nd of October, 1910, by hitting a cut of cars on the main line that were left by



BRO. MICHAEL HASSETT, DIV. 548.

a L. S. & M. S. train crew. In this accident he met with injuries that have kept him from his run part of the time. Brother Hassett has seen this great Brotherhood from its early days to its present growth, the 73,000 mark or nearly so. He has seen all of the benefits that it has done for its members.

Brother Hassett has always been a very prompt member in the way of paying his dues and assessments, nearly always a year in advance. He has only a short time until he is entitled to one of the gold badges, that will place him as an honorary member of our grand organization.

And it is the wishes of all that know this Brother that good luck and good health will spare him until that honor is bestowed to him.

MEMBER OF DIV. 548.

Bro. W. H. Willis, Div. 556, Honorary Member.

NEW FRANKLIN, MO., May 8, 1913.

EDITOR JOURNAL: To the writer's mind one of the best laws in our constitu-



BRO. W. H. WILLIS, DIV. 556.

tion and statutes is the one honoring the veterans of our great Brotherhood, who have so faithfully stood by the organization through sunshine and shadow for 40 years or more. This honor and dignity was recently conferred on the subject of this sketch, and if you ever saw the pride displayed by a small boy with his first pair of red-top boots, you have seen manifested the spirit of pardonable pride that is displayed by our veteran when he gets on his "glad rags," surmounted by the beautiful badge of honor, as shown in the accompanying picture, and we, of Division 556, share in the joy and pride and satisfaction, in knowing that one of our members is fully entitled to wear the insignia. Just think what this means, my Brothers, 40 years or more of faithfulness

to your obligation. And when you realize what forces have been marshaled to disrupt us, or at least to sow the seeds of discord in our ranks, it is then that we know that no honor is too great to bestow on one so faithful.

In many places previous to 30 years ago, men could not openly announce their allegiance to the B. of L. E. The writer of this was escorted through an alley and up a back stairway to the Division room, where he took the obligation. Such practices were common in those days and I am glad to say that no man need now fear to have it known that he is numbered among our membership.

The subject of this sketch, Brother William H. Willis, is a veteran who has passed through many trials for the weal of our Order. He was born in Syracuse, N. Y. He won't give the date, as he says he must keep within the age limit, but acknowledges that he is "42 past."

Brother Willis commenced his railway service in 1862 as office boy for the Illinois Central Railway. Was one year a news agent on the C., B. & Q. Ry., fired an engine a little over two years on C. & A. and the old North Missouri, now a part of the Wabash system; was promoted to running in 1869 on the latter road, but only stayed there a short time when the "wanderlust" got the best of him, and he went to the A. & P., now the Frisco, where he was initiated into Div. 83 then located at Franklin, Mo. (now Pacific), Bro. J. L. Parish acting as Chief Engineer.

In 1870 "our Billy" came to the M., K. & T. Ry., and has been here ever since with the exception of about one year that he was away on leave of absence; he has been in passenger service since 1873, and at present is doing his daily stunt on a hard local run of 188 miles between here and St. Louis.

Brother Willis, during the administration of general manager J. J. Frey, was assigned to officers' specials exclusively, and in that capacity was required to go over many foreign roads in adjacent states. He is the senior man on our entire system, has attended several conventions, and has filled with credit the various elective offices in our Division.

Brother Willis lost his estimable wife several years ago. She was an organizer in the G. I. A. and was honored by Div. 5, of Chicago, which bears her name. Their only living son is our expert electrician and airbrake man in the shops at this point.

The father of Brother Willis was also an engineer, and a member of the old Brotherhood of the Footboard, and we believe belonged to Div. 12.

The picture accompanying this does not flatter Brother Willis in the least. In looks and actions he would pass for a man less than 50 years of age and he takes a live interest in the social affairs of this community, is a genial spirit and a good mixer.

The companion of Brother Willis in this picture is "Don," the mascot of Div. 556, and is a regular attendant and never has to be called to order.

SEC.-TREAS. DIV. 556.

Bro. James T. Connors, Div. 36.

NEWARK, O., April 19, 1913.

EDITOR JOURNAL: Please put picture of Bro. James T. Connors in the JOURNAL, as he has many friends who would like to see it there. CHAS. RAGELEY.



BRO. JAMES T. CONNORS, DIV. 36.

The Tragic Ending of a Life.

BY J. W. READING.

In the late summer and fall of 1869 I was doing the shovel stunt on a construction train. The Fort Wayne, Jackson & Saginaw Railway Company at this time had completed about 30 miles of their line south from Jackson, Mich., and as they were desirous of getting their iron laid and ballasted as far as possible before winter, track and work train men were in big demand.

Having passed the first 16 years of my life near a roundhouse at Piqua, O., I was brought up in a locomotive atmosphere and had a continued "hankering" for a job of firing or something as near to it as possible—anything to be near an engine or train.

When father moved us from our Ohio home he landed first in the woods in northeastern Indiana, where the nearest railroad was fully 25 miles away. I could not even hear the "toot" of an engine's whistle, and I doubt if there ever was a more lonesome 16-year-old "kid" in America.

Drifting here and there I finally landed in a stove and heading factory at Quincy, Mich. Here I could see and hear the trains, which, of course, only intensified my desire to be an engineer.

When the new railroad named above started building I began to lose all interest in mill work, and it finally culminated in my going to Jackson and putting in my application for a position as night chambermaid for a locomotive.

Thinking it might be best to be in close touch should my services be needed in the department where my application rested, I sought and secured the position named at the beginning of this article.

I remained with train and track laying gangs until the weather got so cold that the old mill over at Quincy began to look good to me.

I labored under the delusion that the new railway company would send for me when in need of a "wiper," and I would have been waiting yet had it not been for Bro. Andrew M. Turner, one of our mill boys, who got in earlier as a "wiper" and was promoted to a fireboy's position,

while I waited and longed for some word that would lift me out of the rut.

It came at last—not from the company, but from Brother Turner, who wired me that a man was needed and that I should get there to watch his engine that night; that if I did so I might manage to hold the job. I got there, and by a very close shave I secured a permanent position. This short account of my introduction into the railway service is given because from the start I was brought into close touch with an engineer who helped to make history in locomotive and B. of L. E. matters.

While working with the work train gang we occasionally had this engineer, and it is only fair to state that we "novies" had no use for him. He seemed to lack the social qualities exhibited by some of the other engineers and went "off the handle" in a hurry when matters did not go to suit him.

One cold afternoon I ventured to get up on the wood just back of the cab to ride, partly because I thought it would be warmer and partly because I wanted to watch how the fireman got the wood through the fire-hole. It is possible I might have been permitted to remain there had it not been that three or four more of my fellow shovelers began to climb over the back end of the tank. When the "plug-puller" espied them he let a yell out of himself something like this: "Get back there on the train where you belong. What in h— are you doing up there?"

Down in Ohio I could get next to an engineer now and then, but concluded that this particular "iceberg" would freeze a man to death before he could get within talking distance.

Later on this engineer was placed in regular passenger service, and after the road was completed to Fort Wayne, Ind., I was transferred to that point as night watchman and wiper and, of course, was compelled to groom his pet locomotive along with others.

In those days of paint and brass the wiper was up against the "real thing," and when the engineer came around in the morning and began to feel for grease and dirt back of spokes, in driving-wheels,

and other out-of-the-way places, my heart dropped down into my boots for fear that his lordship might pull back dirty fingers. I was very particular with the engine that was driven by the man who drove me off that tank. I feared him more than all of the rest put together. I was so anxious to become a fireman that I worried all the time for fear my work would displease some of the engineers, and that in consequence they would "knock" on me at headquarters in Jackson or refuse to take me on with them as a fireman should a vacancy occur. I would get called down now and then, but would never say anything.

During the winter of 1870-71 I worked harder and took more abuse than I have in all the years since that time. As I look at it now, the desire of engineers in those days to have their engines look just a little better than the other fellow's led to an extreme that bordered on a species of insanity.

I suppose these engineers had it "rubbed into them" when they started, and it was undoubtedly some satisfaction to them when they reached a plane where they could side-swipe me and other poor but ambitious mortals climbing up the ladder behind them.

One morning this very particular engineer found some dirt in some out-of-the-way place and went after me in a very "hot foot" manner, and I made no reply until he said something about the company keeping "wooden men" around as wipers. It was a case of "the last straw breaking the camel's back," and I answered that the company was not losing as much in keeping wooden men as wipers as they were in retaining wooden engineers. He took it, of course, that I was reflecting on his ability, and with a threat he would "cook my goose" when he got back to Jackson the conversation ceased.

I was a young married man without money enough to pay freightage on my household effects back to Quincy, and was so sure that I would be discharged that I went home that morning and told my wife I guessed we might just as well begin to pack up, sell, or give away what few goods he had. I could not sleep

that day and went to my work that night more discouraged than I ever was before or since.

I do not suppose the engineer had the least desire to do me an injury; however, I could only infer that his demeanor meant a case of "love's labor lost" for me.

In May, 1871, I was promoted to a fireman's position and was placed on a 16 x 24 wood burning "Hinkley" with an engineer named Robert Laughlin, who for several years previous had been superintendent of the Ionia & Lansing Railroad. Mr. Laughlin was a good engineman and I got along nicely with him. Only once did he call me down and it came about in this way:

A front truck journal got hot and he wanted to know if I had packed the truck cellars before coming out and I told him that I did not understand that it was my duty to pack them. Then he said:

"You will keep those cellars packed if you fire for me."

What would the firemen of today think if they were told they must pack truck cellars or get off the job, and the engineer being the "whole cheese" at that.

I dumped wood into that "Hinkley" from 10 to 20 hours for six days a week, and on Sunday when I was resting I put in from 8 to 14 hours making her shine. My fingers were worn through at the ends, and many a stick of wood went into the firebox bearing my trademark. We used oxalic acid to whiten our brass before polishing, and when I began my Sunday resting exercises that acid would put me into a fine condition for an Oriental dance.

I was in freight service as a fireman about one year when the news reached me that the passenger engine run by my supposed enemy would soon need another fireman, as the man who had been with her for some time had secured employment as an engineer on another line. I got my first and greatest surprise when I was told the engineer had asked that I be put on the engine with him.

I accepted the change with some reluctance, however, for I did not have the

slightest belief that I ever could get along with him.

For six weeks I watched that fellow and said not a word to him only what was absolutely necessary. Putting in extra time on Sundays I got a shine on that "Hinkley" that put a shine on that engineer's face every Monday morning when he got to the roundhouse.

One morning he took a brother engineer up into the cab and I heard him say:

"Take a look at the work of a fireman who knows his business. I've got the best d—d man on the road."

It was not his intention that I should hear what he said and he never knew that I heard it. He never personally paid me any compliments, but I gradually learned that my services were more satisfactory than I even had a right to suspect.

My supposed enemy in time became one of my best and dearest friends. I learned that he had a near side, but it took a roundabout course to get next to him. He was an expert mechanic as well as a first-class engineer. He knew his business from A to Z, and the knowledge I gained in locomotive repair work while working with him proved of great value to me for 30 years of railway work after our separation.

The name of that engineer was Luther J. Wheeler. He left a passenger engine in the January, 1866, strike on the Michigan Southern & Northern Indiana Railroad, now the L. S. & M. S. He was one of the fathers of our Brotherhood, being one of three engineers sent from his line to Detroit in May, 1863, where the first life was given to the first organization in America that unfurled a banner bearing the motto, "United we stand; divided we fall." "The injury of one is the concern of all."

The principle was right and "Lute" Wheeler, with all his eccentricities, fought for it for 60 years. He was just as bitter against oppression at 80 as he was at 20. He quit the railroad service and drifted West some 20 years ago. I heard nothing from him until 1909, when I found he was living at 564 South Hope street, Los Angeles, Cal. I was sur-

prised to learn that he was still on earth and I was not long getting into correspondence with him. It was hard to get him to answer promptly for the reason he said:

"I'm getting too old to think and it bothers me to try and compose a letter."

He sent me his picture and a brief sketch of his life which I had published in the August, 1910, JOURNAL. I received one or two letters afterwards; then nothing more until a few days ago when Bro. W. Harriman, of Kansas City, Mo., sent me a clipping from the *Los Angeles Examiner* of May 20 last. I will quote a portion of what was printed on the scrap of paper received:

"NOTED ENGINEER, 81, ENDS HIS LIFE.

"Though he had faced death at the throttle without fear many a time, Luther J. Wheeler, aged 81, a railroad man for more than 50 years and one of the three originators of the Brotherhood of Locomotive Engineers, found himself unable to face suffering and disease which were rapidly bringing an end to his long life. Locked in his room at 564 South Hope street yesterday, Wheeler placed a revolver to his head and pulled the trigger.

"He was found dead a few moments later by -L. B. Mitchell, proprietor of of the rooming house.

"Just before ending his life the aged man had taken from a scrap book filled with many interesting and remarkable episodes of his life a page from a magazine that told of his part in the organization of the Brotherhood of Locomotive Engineers, one of the biggest railroad associations, and a well-worn letter from an official complimenting him on particularly good time made on his run. . . .

"Wheeler had for months been noticing that his health was growing steadily worse. He had remarked to friends that he soon expected to be dependent on others, for he had but little money and had threatened to end his life. Only a few days ago he remarked to a fellow roomer:

"I have seen danger in front of me many a time while on an engine and never faltered, but I just cannot face

sickness and poverty at this time of life.'" . . .

This old friend and Brother died outside the organization he helped to create. He preferred to die by his own hand to letting his friends know of his circumstances. I supposed that he was comfortably fixed as far as this world's goods were concerned.

Words cannot express my regret at not knowing he was in need.

If he had been near me instead of so far away I would have known that he was in want and could have raised him a substantial amount of funds among his friends in and near the scenes of his early activities.

I would have endeavored to have had his name and history brought before the Harrisburg Convention. I firmly believe that there was not a delegate to that meeting who would have objected to placing the old Brother on the honorary membership list and seeing that he did not want for the necessities of life, the few days that were left for him to mingle with men. I regret the tragic ending of his life.

It is unfortunate that pride should have induced Wheeler to kill himself rather than ask for assistance of the B. of L. E. even if he had been out for years. The Order would have seen that he did not become a charge upon the public.—EDITOR.

Railroad Men's Home.

HIGHLAND PARK, ILL., June 2, 1913.

EDITOR JOURNAL: The following contributions were received at the Home during the month of May, 1913:

SUMMARY.

Grand Division, B. of L. E.	\$2013 76
Grand Division O. R. C.	300 16
Reimbursement of balance due on Coleman funeral.	27 00
Geneva farm miscellaneous.	5 00
L. A. to O. R. C. Divisions.	5 00
B. of R. T. Lodges	2 00
James Costello, Div. 270, O. R. C.	1 00
Alfred S. Lunt, Div. 456, B. of R. T.	1 00
J. F. Clark, Div. 441, O. R. C.	1 00
C. S. McKay, Div. 119, B. of L. E.	1 00

Total.....\$2356 92

Respectfully submitted,

JOHN O'KEEFE, Sec-Treas. & Mgr.,
Railroad Men's Home.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 227 18th avenue, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 1509 Morse avenue North Side, Chicago, Ill.

The Country of Tomorrow.

BY MAMIE L. HAMMEL.

In the Country of Tomorrow there are roses, roses growing;

There are silver lilies blooming in the shadows cool and still.

While the bees go buzzing over violets and fragrant clover,

And the wind is blowing, blowing, over valley, over hill.

Oh, the year is in its springtime, and the day is in its morning,

And the grass is growing greenly on the joy-attended way!

For there comes no pain, no sorrow, to the Country of Tomorrow

And we journey to it ever through the Country of Today!

In the Country of Tomorrow there is music, music ringing;

There are golden voices singing, and the song is wondrous sweet!

There are gentle hands to guide us, there are friends to walk beside us,

And a love that waits us, bringing all that makes this life complete.

Oh, no grief can ever harm us, and no shadow can alarm us,

For the grace of God goes with us all the joy-attended way?

We shall find no pain, no sorrow, in that Country of Tomorrow,

And we journey to it ever through the Country of Today!

In the Country of Tomorrow is the goal of our desire,

The crown of our ambition that we strive for waits us there;

And for each of us a measure of fortune's richest treasure,

And we shall not fall nor tire in that country far and fair!

Oh, there shall shine the glory of our life's unfinished story

To beacon us and guide us on the love-attended way!

But no pain will come nor sorrow to that Country of Tomorrow,

And we journey to it ever through the Country of Today!

—Cincinnati Enquirer.

On to Havana, Cuba.

(Continued from June JOURNAL.)

After the splendid Jacksonville meeting was over, about 1,200 members of the B. of L. E. and G. I. A. took advantage of the excursion to Cuba as arranged by the genial committee. The three trains of sleepers were full of happy people, anticipating the trip of their lives. The entire way from Jacksonville to Key West, via East Coast Railroad, was full of interest, especially to those of us coming from the Northland.

The stop made at St. Augustine for several hours on Sunday was one of the delightful side-steps planned for our pleasure.

We found St. Augustine all and more than we had pictured it. A wonderful tropical city, making one express the wish that they might spend the winter there. It is four centuries since Ponce De Leon, led by the hope of finding the fountain of youth, discovered Florida and named it the "Flowery Land."

The so-called "Fountain of Youth" is now a money-making proposition and all tourists must take a drink of its waters. The most of us drove out to the grove,

paid our 10 cents and drank from the spring, and now, if you see some of those graybeard engineers and fleshy, middle aged G. I. A. Sisters more frisky and lively than they have been for years, you may know they were on that trip and drank from Ponce De Leon's Fountain of Youth.

The next great thing of interest to us was the Flagler railroad across the keys to Key West. It is worth a trip down there if for no other purpose than to see what has been accomplished by this great engineering feat. Havana was our objective point, so after arriving at Key West we boarded the trim little steamers and after an eight-hour ride across the beautiful water we landed in Havana. It is almost incredible that within 90 miles of the United States the visitor to Havana finds himself in a city so completely European.

Approaching from the sea one is attracted by the bright colors of the city's houses. The view is very much like Naples, Italy. The houses are gaily painted in bright yellows, blues, pinks and browns, and crowned with terra cotta tiles. Strange as it may seem, the variety of colors does not strike one as lacking in harmony.

The sight from the sea excites only admiration and pleasure. In visiting ancient cities such as Havana, we expect to see something different and here we were not disappointed.

Modern ways and inventions have robbed much of interest to the traveler in Europe, but here in Cuba are to be found streets, customs and peoples just as they were hundreds of years ago, while in European cities much of this is hidden from the average visitor unless he strays outside of the beaten path.

Arriving in Havana we were taken through narrow, quaint streets to a hotel on the Prado. This street is the most beautiful I have ever seen, with its center walk to the ocean; on each side of it extending the full length grow the flowers and foliage peculiar to the tropics. Havana is to Cuba what Paris is to France. It is a city of palaces, a city of streets and plazas, of colonnades and towers, churches and monasteries.

The Spaniards built as they built in Castile, with the same material, the white limestone which they found in the New World as in the Old. The magnitude of Havana was a surprise, but the old descriptions we have read apply in a great measure to the Havana of today.

No place is richer in historic interest to the visitor than Morro Castle. The ancient fortress commands the attention and admiration of everyone entering Havana harbor, and the day spent within its walls will never be forgotten.

One cannot conceive its magnitude by looking at it in passing by. With a good guide, a patriotic Cuban, the hard walk on a warm day was not considered a hardship. Another beautiful place in Havana is their city of the dead—Colon Cemetery. And to see a funeral here is a sight that will linger with you, being so entirely different from those in the States.

In the first place, no women ever go with the mourners to the cemetery; the hearse is somewhat like a circus wagon, all gold and black, or gold and white, with red plumes on the corners. The horses pulling it are gay with white or red nets on their bodies and great yellow plumes fastened at the head.

The more wealthy the people the more horses are used to draw the hearse. We saw funerals with four, six, and as high as eight horses and from two to four livery men dressed in bright red coats and hats trimmed in gold braid, making it look more like a circus parade than a funeral. Arriving at the cemetery gates the coffin is lifted out and carried on the shoulders of men to the grave followed by all the funeral party on foot, the mourners or those coming to the cemetery all being men. We were at the cemetery one hour and saw 12 funerals in that short time. The most elaborate one was that of a banker's daughter. In this procession were 10 horses for the hearse and eight for the equipage carrying the flowers. This was a gorgeous sight and one we shall not soon forget.

Taking the carriage drives in and around Havana, the visit to Morro Castle and all the wonderful things we saw in the ancient city, we feel well repaid for

the long trip, notwithstanding the fact that the custom officer singled out a few of us and soaked us for a few things that we did not try to smuggle. Moral, "Next time be more careful."

On the return trip we were looking forward to the stop we were to make at Miami, Florida, and this stop proved to be the most delightful of all the trip.

We arrived at the Magic City, as Miami is called, soon after the noon hour to find the entire population out to welcome us. And never was welcome more sincere, and for three hours we were accorded an entertainment seldom experienced. We felt at once that we were honored guests of the Miami people.

Two hundred automobiles were at the station to convey us to the Elks' Club. As we stepped off the train we were met by a reception committee, wearing badges of Florida's colors, yellow and black, who informed us that the autos were at our disposal and waiting for us. Arriving at the Elks' clubrooms, we were served with an abundance of excellent sandwiches and fruit punch. For this we are indebted to the Woman's Club of Miami. These ladies were most gracious and their hospitality was charming.

After partaking of the generous luncheon we were hustled into the autos again and given the treat of our lives in rides around the city and out as far as 20 miles in the surrounding country.

It has been said that the East Coast of Florida is Paradise regained, and it may be truly said, Miami is the garden spot of this earthly paradise.

Upon the western shore of the Biscayne Bay, this is considered the only freeze proof section of Florida, and the fisherman's paradise.

Myself and four others were fortunate to fall into the hands of Mr. St. John, chief conductor of the O. R. C., who took us in his automobile out into the country many miles where we saw pineapples, bananas, cocoanuts, oranges, grapefruit, mangoes and cherries all growing on the trees, which was a great sight for us. These in connection with the variety of palm trees and wonderful

plants and flowers will linger with us while memory lasts.

We were simply charmed with Miami, its people and the surrounding country, and our only regret was that our stay was so short.

At the depot, just before we left Miami, the mayor made an address. A man whose name I failed to get sang "Life is Like a Mountain Railway," and we boarded the train, many with oranges, grapefruit and cocoanuts in their arms, giving three cheers for Miami and its people. If all go down next winter that said they were going, methinks they will have to build more hotels.

The reception given us and the beautiful little city itself made us all Miami boosters.

The music of the Second Regimental Band was a feature which I must not forget to mention, and the sign carried in front of band reading, "Miami welcomes the Brotherhood of Locomotive Engineers." The second of May, 1913, will stand out as a red-letter day to all of us who enjoyed the splendid hospitality shown us in Miami, Florida, the magic city of the South.

M. E. CASSELL.

The Conservation of Humanity.

We read much nowadays of conservation of forests, reclaiming of arid lands, of the war that is being waged against tuberculosis, child labor, infant mortality, etc.

A great part of this war is carried on by agitation and education of the people through the printed page. Why not agitate in like manner to bring about the conservation of husbands, fathers, brothers? The forests are necessary to us. We need the foodstuffs which the arid lands may be made to produce. It is of vital importance that the blight of tuberculosis be removed from our land. We need to protect the coming generations from a heritage of disease, ignorance and crime. All of these things demand the attention of every earnest, thinking woman. But how much more important to us are the lives of our husbands—our

breadwinners—the fathers of our children?

It is being demonstrated every day that a great part of the railroad accidents are caused by carelessness on the part of some employee. No matter how perfect the system of a corporation, they are dependent upon their employees to carry out the system, and as nothing is stronger than its weakest point, it behooves each employee to see to it that he is not a weak point. It is our loved ones that safety first seeks to protect, and it is our duty and privilege to have a part in the conservation of the breadwinners and the preservation of our homes.

MRS. E. G. NEWLAND,

Wife of section foreman, Augusta, Kans.

To the above might be added: "The breadwinner should belong to the organization representing his craft, be insured, and the wives should *know* every month that his insurance has been paid."

F. N. ANDREWS,

Insurance Secretary Div. 672.

Human Charity.

BY BLANCHE HEID.

She was an insignificant little person, one of those unobtrusive beings who are not effective in society, and everybody thought how kind it was of her rich, attractive aunt to give her a home. Indeed, some even hinted that she ought to have made an effort to earn her own living. Many years after, and only by an accident, did people learn the truth. The aunt had lost most of her fortune, and the niece, who was not penniless, had contributed money to the household, and saved the former from being deprived of many of her comforts.

In her quiet way this insignificant little person had been very nearly a heroine, because she had never hinted that the obligation was not on her side. All her friends had misjudged her, and she had submitted in silence to the painful affliction of not being appreciated.

The results of this mistake could never be wholly undone, for nothing could ever atone for the long time during which she had suffered from her neighbors' unkind criticism.

How often is the world guilty of some such wrong as this. We blame without knowing the effects, and we are unfair again and again to those who do not deserve it.

Around us are thousands of our fellow-beings whose actions to an onlooker in many cases appear as senseless and unaccountable as the movements of dancers when the music which inspires them is unheard. Without knowing all the motives and influences at work, how can we possibly judge a stranger's conduct and why should we be cruel enough to condemn as hastily?

It is very common to say, "if I were Miss So-and-So I would do this or that," but in truth, unless you are actually Miss So-and-So or initiated into the whole of that inner life which is now hidden from you, it is impossible to guess how you would act, and whether you would manage better than she does.

It is so easy, so fatally easy, to be good and wise in another's place, so difficult in one's own. There are so many circumstances that you do not know, that you never can know, you might just as well be merciful in your judgment.

Even if you did not commit the same faults as the object of your criticism, you would probably commit different ones, for allowances must be made for individual temperaments. We are not all alike and the world would be very dull if we were.

For instance, a certain woman was reputed to be cold and haughty, though in reality she was only very shy. She had been brought up in an extremely reserved family and had never acquired the habit of speaking from her heart. All the while she was thirsting for the sympathy which would have opened the closed gates and led her forth into the sunshine.

What condition could be sadder than hers, to be a perpetual prisoner whose only chance of release was the love which nobody ever knew was desired, while they credited her with the faults most foreign to her self-distrustful temperament?

Again another woman was blamed for invalid ways which her friends charitably suggested affectation. When it was eventually proved that she suffered from

a serious complaint, her critics were conscience-smitten for their lack of pity.

Always give the benefit of the doubt when you are not certain. It ought to be as easy to think well as to think ill, but apparently it is not so. None of us can afford to dispense with the kind thoughts of our friends, and we should not be so backward with our own. Allowances, without doubt, could be made for everybody were the whole truth known in each case.

Often a solitary piece of neglect is allowed to outweigh a hundred kindnesses. When we are angry with people we forget all their goodness, and one failing appears of more consequence than many virtues. Human nature is sadder because it is so ready to take offense, so quick to believe ill.

Try to keep your heart gentle toward others, hard only toward yourself. After all, life is so short that it gives you no time to do more than mend your faults, even if you succeed in that.

To your own conduct be like an artist who stands close to the picture he paints and notes every detail; but to that of another, always remain at a little distance in order that you may miss the blemishes and be able to enjoy the pleasing effect of the whole.

Looking Ahead.

To slip into the right hand seat,
To grip the throttle, and to feel
The answer in the measured beat
Of plunging rod and whirling wheel—
To watch the slipping, flashing steel—
To coax her to the schedule, flat
As on she roars with heave and reel—
Now, where's the life compares with that?

Yet, sometimes, as with steady eye
I scan the stretch of track ahead,
I think the rails on which we fly—
Which here have just the proper spread—
Out there are but a single thread
That sure as fate will ditch the train,
And fill the right-of-way with dead—
An instant's fancy of my brain!

Such thoughts as that all pass me by
While we are on a grade or curve;
It's where the level reaches lie
That they come flickering at my nerve.
But do I think to check or swerve?
No, no! I've learned I can depend
On those two rails; they always serve
Straight on to the division's end.

It's like that on the road through life;
Ahead it seems to narrow so
That, when we glance up from the strife,
Beyond there'll be no room to go,
But from experience we know
That there'll be room in plenty—quite.
So keep on moving, fast or slow—
We'll make the terminus, all right!

—Chicago Daily News.

Beginning at Home.

The late Governor Larrabee, the grand old man of Iowa, was extremely fond of children. One day, while looking over his mill at Turkey River, he found an urchin, dirty and ragged, sound asleep near the waterwheel. The boy was Mickey Burke, son of a poor family in the neighborhood.

The governor asked the boy why he was so dirty and ragged. The boy explained his mother had a large family and had to work hard and could get him no better clothes.

"But you can keep clean," exhorted Larrabee. "You could wash your face and hands if you wanted to. That costs nothing."

Mickey said he would try.

"Well," said the governor, "now is the time to begin."

He procured a washbasin, some soap and a towel, and watched Mickey scrub himself until he shone. Then the governor got Mickey some clothes and dressed him neatly. Mickey looked fine.

"Now," said Larrabee, "we'll see about getting you a job."

He took Mickey to the store of an old German of whom the governor was very fond. Mr. Schneider had no place for Mickey.

"But you must have!" expostulated Larrabee. "Just look at him and see what a nice boy he is. He is clean and neat; he is a good talker and would make a good clerk. There is no finer boy, Mr. Schneider, than Mickey here."

Schneider was obdurate. He had no place.

The governor and Mickey walked out of the store, much disappointed. As they reached the sidewalk Mickey turned to his benefactor and asked: "Mr. Larrabee, if I am such a darned fine boy as you say, why don't you give me a job yourself?"—*Saturday Evening Post.*

A Descent into Vesuvius.

Although many tourists visit the volcano of Vesuvius and enjoy the grand and terrible sight, few have the daring or the physical endurance to descend into the depths of the crater. Suffocating sulphur fumes, red hot cinders, precipitous walls down which masses of rock are constantly plunging, are obstacles that only a few explorers have overcome. The last to accomplish the descent was Mr. A. Console. He was accompanied by Mr. A. Malladra, who had been the second to explore the crater. Their experiences are described by Mons. V. Forbin in *La Nature*.

Tied to a long rope, which six guides at the top lowered inch by inch, the two began to descend the perilous slope. The broken nature of the wall, which was seamed with deep crevasses, made the downward climb extremely difficult, and the crumbling rock offered no secure grip or foothold. The heat soon became almost insupportable. Mr. Console felt that his feet were actually roasting, and a thermometer that Mr. Malladra carried registered 82 degrees Centigrade, or 179.3 degrees Fahrenheit.

Finally the explorers reached the bottom of the cliff, and halted near the Fumarole Mercalli. This hole is probably the vent of the volcanic chimney that has been almost entirely blocked by years of accumulated debris. It constantly vomits forth clouds of white and yellow fumes that render the surrounding air unbreathable. All about this fumarole the ground is covered with a deep layer of hot white powder mixed with gravel, into which the two adventurers sank almost to their knees.

As Mr. Console was focusing his camera to take a view of the crater, the ground beneath him suddenly opened, and he sank to his waist in the red-hot cinders. As his companion was some distance away, he had to effect his own rescue. Fortunately, the end of the rope that had been used in the descent was within a few feet of him; he managed to grasp it, and by its aid drew himself from his precarious and painful situation.

Every moment of their stay at the bottom of the crater, rocks were breaking from the wall and plunging down about them. Mr. Console, who had stayed near the foot of the cliff, had to keep dodging these dangerous missiles. One or two did strike and wound him. The suffocating heat and the noxious gases brought on a strange sickness that caused him to reel in his gait, and his heart to beat rapidly and violently. A terrible fit of coughing and choking seized Mr. Malladra, who had stayed too long near the fumarole and it lasted until he reached the top again.

Naturally, the ascent was far more difficult than the descent had been. Although they had spent only 20 minutes at the bottom of the crater, they were so spent that they were several times on the point of fainting.

Once, after scaling a perpendicular wall of 25 feet, Mr. Console thought that he had reached the limit of his endurance. Summoning all his strength and courage, however, he dragged himself on. Looking back a moment later, he saw a small avalanche sweep over the exact spot he had just left. When the two explorers were finally lifted over the edge of the cliff they were on the point of complete exhaustion.

Sometimes.

Sometimes I think my woman's fate,

Just being mother, being wife,

Is best of anything in life!

Sometimes I am not so elate;

My soaring pinions droop and furl,—

I know I'm just an errand-girl.

Sometimes I pat myself and say

I'm truly wonderful, because

I've made a frock ~~own~~ any flaws,

Or built successful pies the day.

A feathery cake or perfect fudge—

Sometimes I think I'm just a drudge.

Sometimes I feel that Providence

Should send me riches out of hand—

Who more deserving in the land?

Sometimes I've a deal more sense—

When Bob says, "Mother, you're a brick!"

I'm wise, I'm rich, I'm happy—quick!

—GRACE STONE FIELD.

Indiana State Meeting.

The Indiana State meeting was held in Richmond, Ind., on May 18, under the

auspices of Div. 303. This Division, numbering 34 members, with their able President, Sister Kluter, proved themselves capable of entertaining all who came, and handled the meeting in the most approved style.

This has been a splendid Division ever since its organization, and no wonder, when the Brothers there are so appreciative. We know that the approval of the Brothers is a great incentive to the wives in helping to make a Division a success. About 125 attended the meeting, Sisters Cassell and St. Clair representing the Grand Office. Six Presidents of Subdivisions were in attendance.

The ritual work was divided among the Indiana Divisions, Div. 303 taking the opening form; Div. 29, initiation; Div. 289, balloting; Div. 4, installation and draping of charter. Transfer and closing form was given by Div. 128.

The musicians, Sisters Bennett, of Div. 123, Flemming, of Div. 303, and Grohs, of Div. 4, proved a great factor in making the work a success.

All Divisions did the work extremely well, and it was a pleasure to those who looked on.

Luncheon and dinner were served in the Pythian Temple by the Pythian Sisters and were substantial features of the day.

The evening was spent with music and dancing, and all the visitors voted the entire day a delightful one and Div. 303 a splendid lot of genial Sisters.

These State meetings are so beneficial that one would suppose each State would hold them. If you want to get enthused just attend those held in the various States that have inaugurated the State meetings.

Ain't It?

Sure, this world is full of trouble—
I ain't said it ain't.
Lord, I've had enough and double
Reason for complaint.
Ra'n an' storm have come to fret me,
Skies were often gray;
Thorns an' brambles have beset me
On the road—but say,
Ain't it fine today!
What's the use of always weepin',
Makin' trouble last?
What's the use of always keepin'
Thinkin' of the past?

Each must have his tribulation—
Water with his wine.
Life it ain't no celebration,
Trouble? I've had mine—
But today is fine.

It's today that I am livin'.
Not a month ago,
Havin' losin', takin', givin'.
As time wills it so.
Yesterday a cloud of sorrow
Fell across the way;
It may rain again tomorrow,
It may rain—but say,
Ain't it fine today!

—D. F. P. *Cleveland News*.

Made His Mother Tremble.

When Jamie sat quiet for any length of time, his mother always trembled. It usually meant some question best defined as a "poser."

And on this occasion he hadn't moved for ten minutes. Then it came:

"Mother, do angels sleep?"

"Yes, dear, I suppose so."

"Do they lie down, mother? How can they, with those big wings?"

"I'm sure I don't know, Jamie. I've never thought about it."

Silence again, and she hoped he had forgotten, but Jamie was thinking deeply. "I've got it, mother," he cried at last. "I'll bet they roost!"

Jacksonville Union Meeting.

The long contemplated Southeastern union meeting at Jacksonville, Fla., has terminated, and it proved a complete success in every respect, and its magnitude was beyond the expectations of all.

Several days prior to date of meeting, members of the Brotherhood and the G. I. A. began to reach Jacksonville, and this continued until date of leaving for Havana. Beyond a question, this proved the most successful and most largely attended of any previous meeting. This can not be attributed to the Havana trip alone, for several hundred did not take advantage of it; so we readily see and fully realize the growth of our "Southland" union meetings, and just what they are leading up to. From the best information given the writer, about 1,500 were at Jacksonville, and of that number about 1,100 visited Havana.

Too much praise cannot be given the good people of Jacksonville for the very hearty welcome given us, nor can we ever forget the cordial greetings and kindnesses shown us at all times and by everybody. The entire trip was one of pleasure and, while we are all glad to get back to our own native land, we will recall this occasion with fond recollections, and can but say to those who failed to be present it is to be regretted that you missed such a "bon voyage" and nice time. MRS. F. E. WOOD, G. I. A. 496.

From an Old Friend.

What has become of your corresponding Secretary of Golden Rod Auxiliary? Way down in the foothills of the Blue Ridge in North Carolina is a lone member of that Division, and when the B. of L. E. JOURNAL comes every word in the women's pages is eagerly read, and I wish to say to my Sisters of the Auxiliary, that those who miss the meetings may some time have a husband who has done his last work for his employers, some railroad company, and with health and strength gone feels compelled to make a new home. They will wish for the social life of the dear old G. I. A. In that way I have nothing to regret, for so long as health permitted I enjoyed not only the social but the business part of our meetings, and at last when I was only a visitor I was with the Sisters wherever they were. This place is miles distant from either B. of L. E. or its Auxiliary, being on a small branch of the Southern, and a hundred miles from Greensboro—the nearest place that has a B. of L. E.

A picture taken at Ottawa, Can., at our convention, hangs here where I look at it and I appreciate it more than ever. There the faces of our Grand Officers look down on me as I go to rest. Some of the members whose faces are so plain have passed over. Sisters Erhart, McCannon, and others whose names I fail to remember, but their faces are familiar. Other Sisters, McNiff, Peck, Van Middlesworth are there, and they are still living, for I have not seen their names in the call for assessments. How proud every member should be of our

insurance! Other insurances have gone down or else raised their assessments to the age rate and members have dropped out because of the high price and thus made the organization's life so precarious that it is often despaired of.

But ours has kept at almost an even rate, and how many hundreds have had reason to bless those who have planned and carried almost to perfection our insurance!

And the members of my own Division have reason to work hard to increase their insured membership, for the deaths in Div. 66 have been many, and some more of us charter members will soon be with the others who have had their names in the list of those that have gone on.

But I will not dare to think any longer on paper, but bid one and all of old friends and companions in Auxiliary work good night.

MRS. N. B. ALLWOOD,
North Wilkesboro, N. C.

Division News.

A VERY charming social entertainment was given on Wednesday evening, April 9, in the Eagles' Hall, Medicine Hat, Alberta, Can., when the members of Gas City Div. 472, of the G. I. A. to the B. of L. E., acted as hostesses to the Engineers and their families. The hall was very tastefully decorated for the occasion and about 125 guests were present.

The event took the form of an "At Home," and every detail was so ably looked after that the evening was carried through with the greatest success.

The first part of the evening was given to a unique contest, in which the Engineers' names were given in jumbled form, and the trick to find the right ones proved too much for many. The first prizes for the contest fell to Miss Mabel Canty, daughter of Bro. James Canty, of Div. 322, and Brother Yates. Brother Lemieux secured the consolation prize.

A well rendered musical program was then given. After the program a most sumptuous luncheon was served. The tables were prettily decorated and the repast set forth was greatly enjoyed.

Before parting Brother Johnaton, on

behalf of Div. 322, thanked the ladies for the pleasant evening they had all spent.

SECRETARY DIV. 472.

ON March 28, 22 members of W. S. Mellen Div. 154, Spokane, Wash., went to Pasco, Wash., to assist Sister J. T. Campbell, A. G. V. P., to transfer Kittitas Valley Div. 444 from Ellensburg, Wash., to Pasco.

We had a splendid trip, arriving there at 9:20 p. m., and were met by the members of B. of L. E. Div. 402, and their wives, who escorted us to their homes to spend the night.

Next morning we met at the new K. of P. Hall, and the meeting was called to order by Sister Campbell, and the obligation given the new members who had been balloted on.

Sister Bigger, President of Div. 154, assisted by the officers of Div. 154, then took their stations, and opened in regular ritual form. Every officer performed her part of the ceremony in a very pleasing manner without the book.

A recess was called at 12 o'clock, and the Sisters of Div. 444 retired to the banquet rooms, and in a short time we were invited to a bountiful luncheon, to which all did justice. Ritual work was resumed and finished, except installation of the new officers. We then closed till evening.

The President of the Pasco Chamber of Commerce visited the hall in the morning, and made arrangements to take all who wished around town in automobiles in the afternoon; but when the hour arrived, a gentle breeze, for which Pasco is noted, was blowing, and the dust was so bad we had to give up the trip. However, we appreciated their kindly offer, and would have enjoyed seeing the town.

We were called to order at 8 p. m., when the husbands and families of the members were present, and Sister Campbell, assisted by Sister Diebrel as Marshal, Sister Hutchinson as Chaplain, and Sister Quimby as Musician, installed the new officers of Div. 444.

The Sisters of Div. 154 then gave their fancy drill, which was received with loud applause, especially the letters G. I. A. to B. of L. E. By special request we put

on the penny drill, all present joining in.

Next, the Brothers of Div. 402, B. of L. E., gave their part in the exercises, consisting of tables beautifully decorated with carnations and loaded with good things to eat, and I assure you we did all we could to let the Brothers see we liked their part of the program. After toasts and speeches were given, Bros. Durham and Schanno passed the cigars and candy. Now, we women don't smoke, but we had husbands at home, so we took them a souvenir.

As we were to leave at 2 a. m. we spent the time visiting, and after wishing the Division success, and thanking them all for the splendid entertainment given us, and inviting them to visit our Division whenever they could, we left for home, where we arrived at 7:20 a. m., quite tired and glad to get home.

ONE OF THE 22.

It is something over two years since we have written for the JOURNAL, but it is not because the Division is not doing well but my carelessness.

Carnation Div. 246, Joliet, Ill., was 13 years old April 27, 1913, and 1912 was our banner year, more members joining the Division and more taking insurance, with prospects for better work the present year.

April 3rd of this year we entertained the 21st quarterly union meeting, about 300 Sisters being present with their customary good cheer.

The meeting was called to order by our President, Sister Pendleton, at 10 a. m., who filled the chair with credit to our Division and the Order. By request of the President of Div. 1 Mrs. Burgess, of Harvey, Ill., was conducted into the mysteries of our Order. At this time all being hungry a recess was taken for lunch.

The afternoon session opened with the public installation form under direction of the Past President, Sister Utter, assisted by 14 Sisters. The Grand President, Sister Murdock, and Grand Secretary-Treasurer of Insurance, Sister Boomer, were the only Grand Officers with us, giving us very good advice and instructions.

The collection taken, being \$13.54, was sent to the flood sufferers.

With best wishes for sister Divisions,
I am as ever, Yours in L. F. P.,
A CHARTER MEMBER.

DIVISION 319, of Greenville, Pa., has been silent a long time, but concluded to redeem itself in the opinion of sister Divisions and invited on May 14 Div. 78, Meadville, Pa., Div. 217, Albion, Pa., and Div. 32, Conneaut, O., to spend the day with it by exemplifying the ritualistic work, also partaking of dinner with it. The Division with a splendid attendance was called to order by the President, Sister Sloss, at 10:30 a. m. with the regular routine of open ceremonies, with Sister Riple, Grand Organizer, of Altoona, Pa., as invited guest. Division adjourned at 12 m. for dinner, which was enjoyed by all, and was called to order again by Sister Riple at 2 p. m., when Div. 319 put on a fancy drill which seemed to please the audience very much. Afterwards Div. 78 put on the initiation in a splendid way, and Div. 217 exemplified the installation also very fine. We think in asking sister Divisions to exemplify some part of the work we all learn something and try to make ourselves perfect in the work of the Division. The work was closed with some very fine remarks from the Presidents of the different Divisions, also a good talk from Sister Riple, whom we always like to have with us, as she organized our Division. The meeting was closed at 5 p. m. with many good wishes for other enjoyable affairs together.

SEC. DIV. 319.

DIVISION 399, Florence, S. C., is a wide-awake Division of 50 members. We have a good average attendance and many good times. May 8th we served a luncheon of three courses to the Federation of Women's Clubs, which met in our city.

There were 150 ladies present, and all had something nice to say about us, which repaid us for the effort we made to please.

The tables presented a pretty sight, with sweet peas, carnations and ferns used in the decoration, and with an

abundance of eatables we surely pleased the ladies who patronized us.

We are to give a ball soon, which I will write about later. COR. SEC.

A UNION meeting of Prosperity Div. 184, Queen City Div. 46, Capitol Div. 508, Denver, Colo., was called to order by the President, Sister Hamilton. Everybody with smiling faces seemed to thoroughly enjoy the meeting of our sister Divisions. Div. 46 went through the form of installation, all members taking an interest, and the work was done fine. They then put on the form of draping the charter. Oh, it was beautiful! Div. 184 then put on the work of initiation. All members did their best, and that means good.

A lovely turkey dinner was served, with all side issues—salads, ice-cream and cake. About 80 members were present. We regretted very much that Sister Hinchcliff on account of illness could not be with us. All left for home feeling that the day had been well spent.

SEC. DIV. 184.

DIVISION 453, New Castle, Pa., celebrated its sixth anniversary on April 29, with an entertainment and banquet. A supper was served to the Sisters, their husbands and families. There were 200 present, which was some work for the committee. In spite of the hustle and bustle of getting all served, the committee proved to be a jolly good-natured lot of girls and were all smiles.

Following the supper came an entertainment of speeches, songs and instrumental music. The talk of Brother McIlveny was much appreciated, as he told of the good the G. I. A. was doing, and urged the Brothers to help pay for the piano recently purchased, that was so needed in the hall. At a late hour the meeting was ended and we parted feeling that we had spent a few happy hours.

E. L.

THE first anniversary of Rensselaer City Div. 358, G. I. A. to B. of L. E., was observed in a very enjoyable manner at Kapp's Hotel, Rensselaer, N. Y., on the evening of April 22. The festivities opened with a euchre party at 9 o'clock, for which prizes were awarded as fol-

shows: First lady's, Miss Sherwood; second lady's, Sister Brown; lady's booby, Sister Conley; gentleman's first, Brother Meehan; gentleman's second, Brother Conley; gentleman's third, Brother Leak, gentleman's booby to Brother Dan Whalen; non-players' prizes, Brother Tully and Sister Nealon's daughter.

At 11 o'clock a most palatable chicken supper was served, to which 66 sat down, and which was followed by a musical program and dancing. The musicale comprised vocal solos by Sisters Crannage and Rockford, and piano selections by Sister Meehan.

A feature of the evening was the presentation to the President, Sister Jannell, of a handsome vase. The presentation speech was made by Sister McDonald, who spoke as follows:

'For you, Sister President, the Sisters in Rensselaer City Div. 358 have a most affectionate regard. You have presided over our meetings with strict regard to the principles of fairness, impartiality and forbearance which should at all times govern the conduct of executive officers; and when you have been called upon to represent us publicly you have done so in a manner which reflected credit upon yourself and crowned us as a body with honor and distinction.

"In appreciation of what you have done, which gives promise of even greater future usefulness to the cause which we represent, and as an expression of the high personal regard which we, one and all, have for you, Sister President, I take very great pleasure in presenting to you this vase, in the hope that you may derive as great happiness in receiving it as it affords us to give it.

We all hope and pray that your future may be blessed and that your every effort in life may be crowned with as great success as has your association with us."

MRS. H. C. BOUTON, Sec. 358.

DIVISION 429, Stratford, Ont., held their initial banquet and "at home" Thursday evening, May 8, 1913, in the Assembly hall of the Grand Trunk Railway at Stratford. Bro. W. A. Brown, Chief Engineer of Div. 188, occupied the chair.

After partaking of the many good things prepared by the ladies, speeches were made by the Chairman on behalf of the B. of L. E.

Mr. Wm. Kirkwood, road foreman of engines, in a neat address proposed the toast of the ladies, and Bro. J. Robert responded in their behalf. Mr. Geo. McIntosh, air brake supervisor, indulged in a few remarks. Bro. Wm. O'Brien gave a brief history of the growth of the B. of L. E. and the Ladies' Auxiliary.

During the evening Bro. W. Dyer entertained the gathering with musical selections.

After clearing the tables those present spent a very enjoyable evening in dancing and other amusements.

The evening passed altogether too quickly, all enjoying themselves to the utmost.

The President, Mrs. Frank Young, and her efficient staff of officers, especially Mrs. R. J. Irwin, Secretary, feel proud of their first "at home," and the outlook of Div. 429 is very bright.

The ladies are more than delighted with the generosity of Mr. R. Patterson, master mechanic, in furnishing the hall, light, and other necessities to make the evening such a great success.

The future of Coronation Division cannot be anything but a boom if present conditions can be considered any indication.

W. O. B., Div. 188.

DIVISION 51, Cedar Rapids, Ia., sends greetings to the readers of the JOURNAL and wishes them to rejoice with our Division in our activity and flourishing condition.

Since January 1 we have initiated 15 members. June 1 at our regular meeting we had four candidates, and celebrated the occasion by serving a two-course dinner. Covers were laid for 50, and the Brothers joined with us in welcoming our new members and making the evening one to be long remembered.

COR. SEC.

DIVISION 342, East St. Louis, has not been heard from through the columns of the JOURNAL for a long time; we are still alive and very much in evidence.

We have a very gratifying membership and taking in a new member or two occasionally. We have a membership of good earnest workers, and keep our financial resources on a substantial basis so we may be able to meet all obligations without embarrassment. Our worthy President, Sister B. F. Ward, has recently returned from a visit to Brooklyn, N. Y., and gives a glowing account of her visit in that city, and of enjoying the hospitality of Manila Div. 244 while there. She is unstinted in her praise of the sweet personality of its members and the elegant lunches they served in honor of her presence.

April 10 we had the pleasure of meeting with World's Fair Div. 306 in our sister city across the "Father of Waters" at our quarterly union meeting, which is entertained alternately by the three Divisions in St. Louis and the two here. Their estimable President, Sister John Turner, and her efficient officers and members certainly know the art of dispensing true hospitality, and are also very proficient in the culinary art as well as the more important art of demonstrating floor work.

About 70 ladies enjoyed the day's work and the sumptuous dinner. We look forward to these union meetings with pleasure and feel that it is time well spent.

Our Division will entertain at the next meeting, and hope it may be a day as happily spent as the day with Div. 306.

Just a few words about attendance. The question is often asked "How do you get your members out to meetings." So many of the members seem to feel that all that is necessary for them is to pay their dues. It is very discouraging for the officers who do the work to go and try to keep moving along with possibly just enough to fill the chairs as required by law. Those who have not been elected to office should come out and help support those who have by giving their assistance, however small, and there would be no regrets to offer. Let us each realize the responsibility resting upon us as we review the labors of the past and legislate for the future. Let us strive to do our work in such a

manner as to bring credit on ourselves and honor to our Division, and put into practice the five grand principles that sustain the foundation of our Order, and the four grand pillars that support it.

Extending to all sister Divisions a greeting for health and prosperity,

I am yours in F. L. and P.,
SEC. DIV. 342.

THE John W. Campbell Div. 482, of Pitcairn, Pa., held a dance and euchre on Monday, April 14, in the I. O. O. F. Hall, which is large and very suitable for such an occasion.

It was a grand success in every way, and seemingly enjoyed by everyone present. We also realized a goodly sum for our treasury, which was the principal object in view. The euchre prizes, which were mostly donated by some of the Sisters, were very beautiful, and much appreciated by those fortunate enough to be the winners. Among them were hand-painted chinaware, silver cake basket, hand-embroidered sofa cushion and other things equally handsome. A delicious buffet lunch was served, consisting of iced fruit punch, homemade cake, coffee and sandwiches.

A fine orchestra provided the music for the dancers, and for those who did not dance it was a pleasure to listen to it. The Sisters of our Division all wore a pink carnation. Much credit and a great deal of praise is due to the Sisters who worked so untiringly to make this event the success it proved to be, and we are proud indeed of those Sisters.

We have nice meetings, which are mostly well attended. Our President, Sister Best, is very energetic, always working for our good. Kindest regards to all sister Divisions.

MRS. N. L. PUTNAM, Sec. Div. 482.

RIVERSIDE DIV. 172, G. I. A. to the B. of L. E., spent a very pleasant evening, and one that will be remembered by many who were present, at the celebration of their 20th anniversary, which was held Thursday, May 15, at 8:30 p. m., in Westend Hall.

Members of South Baltimore Div. 97, B. of L. E., were invited and each mem-

ber requested to bring his wife, and members of Oriole Div. 110, G. I. A., their husbands, and we were more than pleased to have so many Brothers and Sisters with us on that occasion. A short program was rendered and bouquets of carnations were presented to each of these Sisters: Sister Donnelly, our President; Sister Frey, Chairlady of the Anniversary Committee, and the Sisters Stivers, after which all were invited to a bountiful repast, prepared by members of our Division.

The evening was very much enjoyed by all who were present, and we still hear echoes from the anniversary.

The following evening we tendered Bro. and Sister S. E. La Barre a surprise party. The evening was spent in songs, and many selections were rendered on the piano. Our Brothers entertained us with some of their comic songs and recitations. There were about 40 Brothers and Sisters present, and we all are looking forward to many more such evenings.

We are progressing rapidly this year. We have initiated 15 candidates and have two candidates ready for initiation.

Some of our Sisters are still working to get more applicants, as we want to reach the 100 mark very soon.

We are having a good attendance each meeting, but would be pleased to see more of the "stay-at-home" ones come out, as we miss each one very much.

SEC. 172.

MIZPAH DIV. 136, of Howell, Ind., celebrated its 21st anniversary on Saturday evening, April 26, at Clement's Hall. At 8:30 Sister Laswell, our President, called for order, and with a few well-chosen and fitting remarks, told of how Sisters Carney and Sutter, with the kind assistance of Bro. Sutter, first put forth their efforts to make Div. 136 the successful and progressive Division that it is today.

A beautiful musical program was rendered and heartily enjoyed. Sisters Franklin, Burns and Sursa favored us with splendid recitations, while Brother Sutter responded in his own original and charming manner. Later, ices, cake and coffee were served by the committee in charge, then dancing was enjoyed.

At the conclusion of a very happy evening, we bade each and all a very kind good night, and departed for our homes. Also, on May 16, we surprised Brother and Sister Burgrabbe, of Ewing avenue, it being their 25th wedding anniversary. Sister Burns, in a very pleasing manner, presented Brother and Sister Burgrabbe, in behalf of Div. 136, with a beautiful silver service.

Several of the Brothers and Sisters entertained us with recitations, toasts, etc., and altogether made the evening quite a pleasant remembrance. Brother James Long, of Nashville, Tenn., was an out-of-town guest.

Delicious ices, with cake and coffee, were served. At a very late hour we departed, having showered Brother and Sister Burgrabbe with our congratulations and best wishes for the celebration of their golden anniversary.

I wish to add that Mizpah Div. 136 is in a very progressive state, and our President, Sister Laswell, has been very successful in her plans. At most every meeting something in the way of a pleasant surprise has been planned. Consequently we are all at our post of duty for fear we may miss some of the pleasant happenings.

MRS. T. E. COMPTON, Cor. Sec.

THE old adage says: "The way to a man's heart is by the way of his stomach." So the ladies of Shiawassee Div. 521, Durand, Mich., who have just organized, took this way of getting better acquainted with their Brother engineers of Div. 650.

On the evening of May 23 a supper was served from six to eight, after which a musical program was enjoyed by all.

The ladies organized a G. I. A. sewing circle, and during the past few months a quilt was made and raffled at the close of the program.

Conductor Marquette's wife held the lucky ticket, number 37. The proceeds added quite a sum to the treasury. The ladies hope to give more of these social times, and expect to add many more new members.

We would be glad to have any G. I.

A. ladies passing through Durand visit us.
MRS. M. DODGE, Sec.

GRANITE DIVISION 415, B. of L. E., Roseville, Cal., entertained their Auxiliary, Placer Div. 322, M. E. Crocker Div. 180, and Div. 110 B. of L. E., Sacramento, and their families at a musicale and banquet in T. F. B. Hall, Roseville, on the evening of February 18.

Along with the invitation came a sly hint that the affair would be attended to in every detail by the Brothers, and great credit is reflected upon them for the splendid program that was arranged and rendered. The talent was composed of the sons and daughters of the engineers' families, and was greatly appreciated by all present.

At its conclusion, Brother Hurley, acting as Outer Guard, allowed the cooks to enter in full uniform and receive their instructions from Brother Fogus, who was toastmaster. Brother Greenway was chef, and was assisted by Brothers Priest, Walthers, La Fond, Nelson, Perry and Spanjer.

A proceed signal was given by Brother La Fond, and we were allowed to enter the banquet hall, prepared to stop before two long tables with covers laid for 150, which fairly groaned under their weight of good things to eat.

Speeches were listened to from a number present, and then the hall was arranged for dancing, which lasted till a late hour.

All enjoyed themselves immensely, and all voted that the Brothers of Div. 415 are not only professionals in the art of running a locomotive, but in the culinary art as well.

ONE WHO WAS THERE.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., July 1, 1913.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than June 30, 1913.

ASSESSMENT No. 810.

Howell Ind., April 13, 1913, of pulmonary tuberculosis, Sister Mattie Plank, of Div. 136, aged 47

years. Carried one certificate, dated May 22, 1902, payable to Geo. L. Plank, husband.

ASSESSMENT No. 811.

Sparks, Nev., April 23, 1913, of cholecystitis, Sister Hattie Jensen, of Div. 48, aged 39 years. Carried two certificates, dated Sept. 9, 1907, payable to Soren Jensen, husband.

ASSESSMENT No. 812.

Moberly, Mo., April 23, 1913, of operation on brain, Sister August Hestler, of Div. 33, aged 52 years. Carried two certificates, dated May 19, 1891, and Sept. 22, 1905, payable to August Hestler, husband.

ASSESSMENT No. 813.

Meadville, Pa., May 5, 1913, of old age, Sister Anna E. Cooper, of Div. 78, aged 78 years. Carried one certificate, dated May 20, 1891, payable to Frank and Bert Cooper, sons.

ASSESSMENT No. 814.

Sparks, Nev., May 10, 1913, of apoplexy, Sister Maria Ross, of Div. 48, aged 55 years. Carried two certificates, dated Dec. 23, 1902, payable to James Ross, husband.

ASSESSMENT No. 815.

Philadelphia, Pa., May 14, 1913, of hemorrhage of brain, Sister Laura Mitchell, of Div. 27, aged 44 years. Carried two certificates, dated Feb. 5, 1904, and Sept. 24, 1909, payable to James Mitchell, husband.

ASSESSMENT No. 816.

Newark, O., May 16, 1913, of senility and apoplexy, Sister Mary C. Raysinger, of Div. 41, aged 89 years. Carried one certificate, dated Nov. 26, 1895, payable to Fannie E. Raysinger, daughter.

ASSESSMENT No. 817.

Pottsville, Pa., May 19, 1913, of apoplexy, Sister Jennie Applegate, of Div. 95, aged 49 years. Carried one certificate, dated June 11, 1906, payable to Adam Applegate, husband.

ASSESSMENT No. 818.

Altoona, Pa., May 26, 1913, of neurasthenia and gastritis, Sister Sue G. Carney, of Div. 501, aged 53 years. Carried two certificates, dated Feb. 6, 1903, payable to Patrick V. Carney, son.

ASSESSMENT No. 819.

Freeport, Ill., June 6, 1913, of diabetes, Sister Maryabella Kyle, of Div. 290, aged 60 years. Carried one certificate, dated June 3, 1897, payable to Thomas Kyle, husband.

Members will pay their Insurance Secretaries on or before July 31, 1913, or be marked delinquent; and in order to reinstate must pay a fine of 1) cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 782, 783 and 784, 9,418 in the first class, and 4,733 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.,

1627 Sherwin avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Westinghouse 8 1-2 Inch Cross-Compound Pump.

BY T. F. LYONS.

Question. Why is this called a cross-compound pump?

Answer. Because both steam and air are compounded.

Q. How many cylinders has the cross-compound pump?

A. Four; two steam cylinders and two air cylinders.

Q. Name the different cylinders.

A. High and low pressure steam cylinders; high and low pressure air cylinders.

Q. What is the diameter of the different cylinders?

A. The high pressure steam cylinder is $8\frac{1}{2}$ in.; low pressure steam cylinder $14\frac{1}{2}$ in.; low pressure air cylinder $14\frac{1}{2}$ in.; high pressure air cylinder 9 in.

Q. What is the length of stroke?

A. Twelve inches.

Q. How are the cylinders located?

A. The low pressure air cylinder is under the high pressure steam cylinder, and the high pressure air cylinder is under the low pressure steam cylinder.

Q. Name the different parts of the valve gear.

A. Main valve and differential piston, reversing valve, reversing rod, and reversing plate.

Q. Where are these parts located?

A. The main valve, differential piston and reversing valve are located in the top head of the high pressure steam cylinder; the reversing plate is attached to the top of the high pressure steam piston,

while the reversing rod is coupled to the reversing valve in the top head and extends downward into the high pressure steam cylinder.

Q. Of what does the main valve and differential piston consist?

A. Of a piston rod, with five heads; the two outer pistons forming the differential pistons, while the three inner pistons form the piston valves that control the flow of steam to and from the high and low pressure steam cylinders.

Q. Are these pistons all of the same size?

A. No; the one at the right is the larger piston, the one at the left is the smaller, while the three inner pistons are of the same size.

Q. Where does the steam come from that is used in the high pressure steam cylinder?

A. Direct from the boiler.

Q. Where does the steam come from

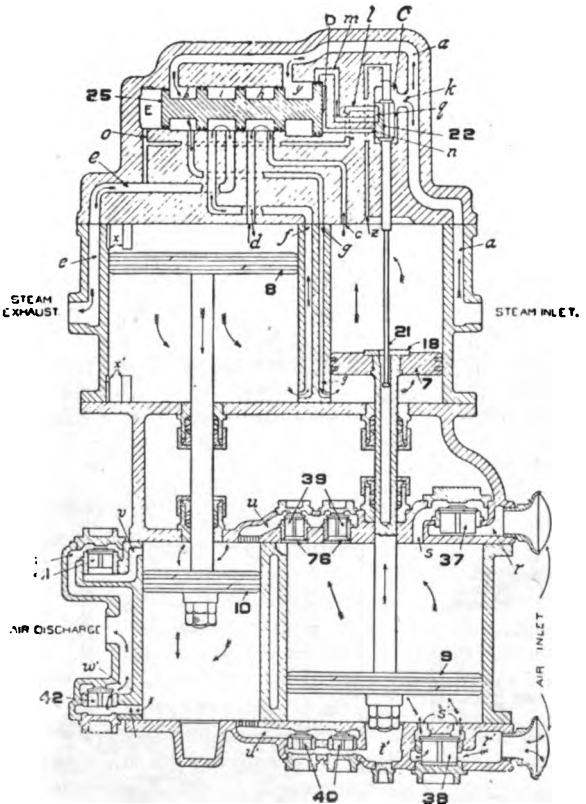


FIG. 1.—CROSS-COMPOUND PUMP. UP-STROKE.

that is used in the low pressure steam cylinder?

A. The steam after doing its work in the high pressure steam cylinder is exhausted into the low pressure steam cylinder, where it becomes the working pressure of this cylinder.

Q. At what steam pressure is this pump designed to operate with to develop its highest efficiency?

A. Two hundred pounds.

Q. How will a drop in steam pressure affect the action of the pump?

A. Will cause the pump to have a slower action, and due to design it is necessary to have at least 40 pounds higher steam pressure than the air pressure desired in the main reservoir.

Q. Explain what takes place when steam is first turned on the pump.

A. The steam passes through the steam pipe and governor, entering the pump at the steam inlet, flowing through the steam passage *a*, Fig. 1, in the pump to

the reversing valve chamber *C*; also to the main valve chamber at the left of the large piston and at the right of the small piston, and due to the greater area of the large piston; that is, a greater surface is exposed to the steam, the main valve will be moved to the right.

Q. When the main valve moves to the right, what takes place?

A. The steam port *g* leading to the lower end of the high pressure steam cylinder is opened and live steam is free to flow under the piston forcing it upward; at the same time the upper end of the high pressure steam cylinder is connected with the upper end of the low pressure steam cylinder through ports *c* and *d*; the lower end of the low pressure steam cylinder is now connected with the exhaust through ports *f* and *e*.

Q. When the high pressure steam piston has almost completed its up stroke, what takes place?

A. The reversing plate 18, on top of the high pressure steam piston, engages a shoulder on the reversing rod 21, moving the rod and reversing valve 22 upward. The upward movement of the reversing valve closes ports *m* and *l* and opens port *n*, thus permitting steam to enter the chamber *D* at the right of the large piston, which balances the pressure on this piston, and the pressure acting on the right side of the small piston 25 forces the main valve to the left.

Q. When the main valve moves to the left, what takes place?

A. Live steam is admitted to port *c*, Fig. 2, leading to the upper end of the high pressure steam cylinder, on top of the piston, forcing it downward, at the same time port *g*, leading to the lower end of the high pressure steam cylinder, is connected to port *f*, which leads to the lower end of the low pressure steam cylinder, thereby allowing the steam in the lower end of the

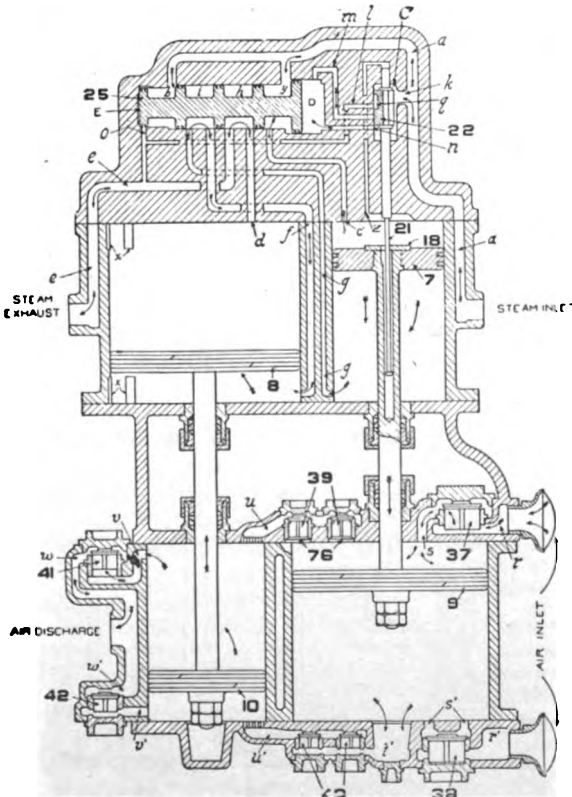


FIG. 2.—CROSS COMPOUND PUMP, DOWN-STROKE.

high pressure steam cylinder to flow to the lower end of the low pressure cylinder, forcing the low pressure steam piston upward; the upper end of the low pressure cylinder is now open to the exhaust through ports *d* and *e*.

Q. When the high pressure steam piston almost completes its down stroke, what takes place?

A. The reversing plate strikes the button on the lower end of the reversing rod, pulling the reversing rod and valve down. This movement of the reversing valve closes port *n* and the cavity *q* in the valve, connects ports *m* and *l*, which allows the steam in the chamber *D*, at the right of the large piston, to escape to the exhaust, thus allowing the main valve to again move to the right, admitting live steam to the lower end of the high pressure steam cylinder, and at the same time exhausting the steam from the upper end of this cylinder into the upper end of the low pressure steam cylinder; the lower end of the low pressure steam cylinder is now connected to the exhaust; thus it may be seen that the two pistons move in opposite directions, as to each other.

Q. What pressure is found in the chamber at the left of the small piston?

A. Just sufficient to cushion the main valve in its movement to the left.

Q. Has the low pressure steam piston any connection with the valve gear of the pump?

A. No; this is simply a floating piston and depends entirely on the exhaust steam from the high pressure steam cylinder for its steam supply.

AIR END OF PUMP.

Q. How many valves are there in the air end of the pump?

A. Ten; two upper and two lower receiving valves, two upper and two lower intermediate discharge valves, one upper and one lower final discharge valve.

Q. What is the duty of the receiving valves?

A. The receiving valves admit the air to the low pressure air cylinder from the atmosphere and prevent its return.

Q. What is the duty of the intermediate discharge valves?

A. The intermediate discharge valves allow the air to pass from the low to the high pressure air cylinder, and prevent its return to the low pressure cylinder.

Q. What is the duty of the final discharge valves?

A. The final discharge valves allow the air to pass from the high pressure air cylinder to the main reservoir and prevent its return to the high pressure cylinder.

Q. Explain what takes place when the low pressure air piston moves up?

A. When the low pressure air piston moves up a partial vacuum is formed below it and air from the atmosphere enters past the lower receiving valve, filling this end of the cylinder with air at about atmospheric pressure. In the meantime, the air above the piston is being compressed, which holds the upper receiving valves to their seat, at the same time unseating the upper intermediate discharge valves, allowing the air to flow to the high pressure air cylinder, the piston of which is now traveling downward.

Q. What takes place when the high pressure air piston moves down?

A. The air below the piston is compressed, forcing the lower intermediate discharge valves to their seat, thereby preventing the air in the high pressure air cylinder flowing back to the low pressure air cylinder; when the pressure is slightly greater than that in the main reservoir, the lower final discharge valve will be lifted from its seat and the air will pass to the main reservoir; while this is taking place, the upper end of the high pressure air cylinder is being filled with air from the low pressure air cylinder.

Q. What takes place on the opposite stroke of these pistons?

A. The action is the same only that the air is compressed in the opposite ends of the cylinders and opposite air valves are used.

Q. At what pressure is the air delivered to the high pressure cylinder?

A. About 40 pounds.

Q. Does this 40-pounds air pressure coming from the low pressure cylinder

assist in the movement of the high pressure air piston?

A. Yes; this air pressure acts in conjunction with the steam in the low pressure steam cylinder in the movement of the low pressure steam piston and high pressure air piston.

Q. Are the air valves all the same size?

A. No; the receiving and final discharge valves are the same and of the size used in the 11-inch pump, while the intermediate discharge valves are the same as used in the 9½-inch pump.

Q. What is the lift of the air valves?

A. All valves should have 3-32 inch lift.

Q. How should a cross-compound pump be started?

A. With the drain cocks open the pumps should be started slow for the following reasons: first, as the steam has to pass through the two cylinders before reaching the exhaust, a greater amount of water, due to condensation, will be formed than in a simple pump, working under similar conditions, and where time is not given for the water to escape through the drain cocks, great strains are set up in the cylinders; second, no provision is made in the steam end of the pump to cushion the pistons at the end of the stroke, therefore should be allowed to work slowly until a pressure of 30 or 40 pounds is accumulated in the main reservoir, thus allowing the compressed air to bring the pistons to rest. After the pump is warm the drain cocks should be closed and the throttle opened sufficiently to run the pump at the proper speed; the lubricator should then be started and regulated to feed an amount for proper lubrication.

Q. At what speed should the pump be run to obtain the best results?

A. From 100 to 120 single strokes per minute.

Q. What kind of oil should be used in the steam end of the pump and on the swab?

A. Valve oil.

Q. What kind of oil should be used in the air end of the pump?

A. Valve oil.

Q. Does the low pressure air cylinder require as much oil as the high pressure air cylinder?

A. No; as the low pressure air cylinder is constantly receiving cool air from the atmosphere and compresses it to a pressure of about 40 pounds only, very little heat is generated in this cylinder, therefore but little oil is required; whereas the air in the high pressure air cylinder has to be compressed to a pressure equal to that carried in the main reservoir, and as the air this cylinder receives is in compressed air from the low pressure air cylinder, the temperature will be much higher than the low pressure cylinder, therefore will require lubricating oftener.

Q. What are the common causes for a pump stopping?

A. Lack of lubrication, bent or broken reversing rod, loose or worn reversing plate, nuts on air end of low pressure piston coming off, final discharge valve stuck open or broken, packing rings in main valve pistons braking or catching in the steam ports, defective pump governor.

Q. What would be the effect if an upper receiving valve "37" broke or stuck open?

A. Air would be taken into the cylinder on the down stroke of the piston, and would flow back to the atmosphere on the up stroke; the low pressure air piston would make a quick up stroke, and the high pressure air piston would make a slow down stroke.

Q. What would be the effect if the lower receiving valve "38" broke or stuck open?

A. The same as with an upper receiving valve, only the opposite stroke of the pistons would be affected.

Q. If a receiving valve breaks, what may be done?

A. As there are two upper and two lower receiving valves, the broken valve may be removed, a block laid across its seat and the cap to the valve chamber replaced, thus closing the opening made by the removal of the defective valve; the pump will now receive its air for this end of the cylinder through the other valve.

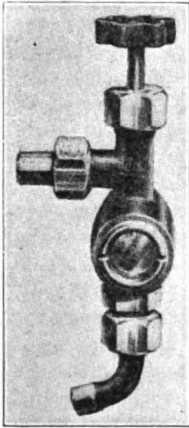
Q. How would you locate a defective receiving valve?

A. By placing the hand over the strainer, air would flow back to the atmosphere at the end where is located the defective valve.

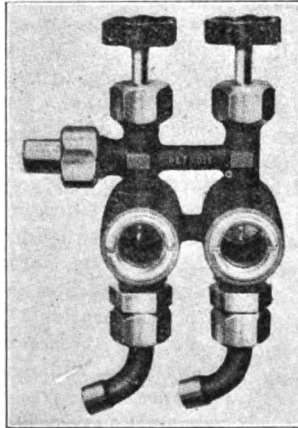
Q. If an intermediate discharge valve stuck open or broke, what would be the effect?

valves are the same size; if a final discharge valve breaks, remove the defective valve and replace it with one of the receiving valves, blocking the opening made by the removal of the receiving valve.

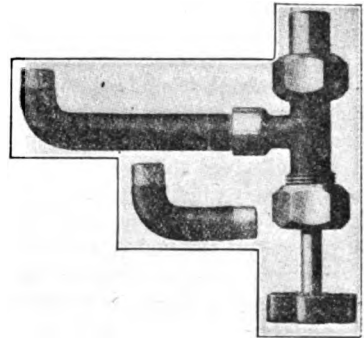
Q. If the nuts come off the high pressure air piston rod, how will it affect the action of the pump?



ONE FEED.
DETROIT LOCOMOTIVE AIR CYLINDER LUBRICATOR.



TWO FEED.



DETROIT EMERGENCY THROTTLE VALVE SHOWING LONG ELBOW.

A. The air would flow back and forth from the low to the high pressure air cylinders, and no air would be compressed by that end of the pump.

Q. How would you locate a defective intermediate discharge valve?

A. No air will be taken in through the strainer at the end where is located the defective valve.

Q. What may be done if an intermediate discharge valve breaks?

A. The same as with a broken receiving valve.

Q. If a final discharge valve broke or stuck open, what would be the effect?

A. The pump will stop when the main reservoir pressure is in excess of forty pounds.

Q. If the pump stops, how can you tell if a final discharge valve is at fault?

A. By bleeding the main reservoir to a pressure below 40 pounds, and if the pump starts it indicates a defective discharge valve.

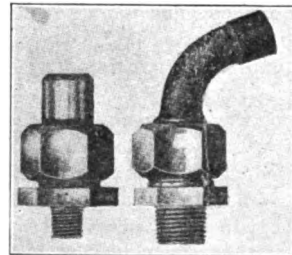
Q. If a discharge valve breaks what may be done?

A. The receiving and final discharge

A. Will cause the pump to stop when a pressure of about 40 pounds is accumulated in the main reservoir.

Q. What will cause the pump to run slow when the steam throttle is full open?

A. Leaky packing rings in the high-pressure air piston or final discharge valves leaking, also where the packing rings in the high pressure steam cylinder leak the low pressure steam piston will make a quick stroke, while the high pressure steam piston will make a slow stroke.



CHECK VALVE CONNECTION.

DETROIT LOCOMOTIVE AIR CYLINDER LUBRICATORS.

Q. What is the purpose of the air cylinder lubricator?

A. To furnish a practical and effective means of securing proper lubrication for the air cylinder of the pump.

Q. Of what does this cylinder lubricator consist?

A. Of three parts: sight-feed fitting, emergency throttle valve, and the check valve connection.

Q. What are the duties of these several parts?

A. The sight-feed attachment is to regulate the amount of oil feed to the pump. The emergency throttle valve is used to throttle the pressure from the lubricator to the sight-feed valve, and to cut off the oil completely when not in use. The check valve connection is connected direct to the air cylinder of the pump, and consists of a ball check seating upward, which prevents the compressed air from entering the oil pipe.

Q. To what is the air cylinder lubricator connected?

A. To the oil reservoir of the main lubricator, at one end, and the air cylinder of the pump at the other end.

Q. Explain the operation of the lubricator.

A. First: the emergency throttle valve should be opened about one-half turn and then closed, then the sight-feed valve opened a sufficient length of time to permit from five to eight drops of oil to pass to the pump, then closed. This lubricator must not be treated as a lubricator for continuous feeding, but must be employed rather as a valve for use only when it becomes necessary to feed a few drops of oil to the pump.

Questions and Answers.

BY JAMES GREGORY.

Question: We read much of the benefits of superheating. The claims are usually expressed in general terms. Would like to know just how these results are effected. What takes place in the cylinder?

W. R., Div. 10.

Answer: The first benefit derived from

superheating is the increase of volume of the steam after it has left the boiler, thus adding to the capacity of the boiler. The next feature in its favor is the high temperature the superheated steam imparts to the cylinders, which serves to conserve the energy of the steam in its passage through them. Another point in its favor is that the degree of superheat increases with the demand made upon the power of the engine. The action of superheated steam in the cylinders approaches very near perfection. During the period of admission, at any cut-off, a pressure close to that of the boiler may be maintained. The high cylinder temperature prevents a too rapid decline of pressure during the period of expansion, and the light, gaseous nature of the steam affords a sudden and clean exhaust, with comparatively little back pressure at any speed or cut-off and a degree of compression sufficient to cushion the reciprocating parts without danger of causing the excessive internal resistance often felt in the engine using saturated steam. This difference is no doubt due to the fact that not only is the back pressure of superheated steam less when compression begins, but its lesser density makes it more compressible than saturated steam, for which reasons the compression is never likely to be too great, as it often is, at high speed when saturated steam is used. Excessive compression is often evidenced in the disagreeable riding of engines, while the internal resistance it produces is a considerable hindrance to the power and speed of the engine.

By increasing the volume of the steam, using it with greater economy, and with the least possible resistance in the cylinders, the superiority of superheated over saturated steam is too pronounced to permit of any doubt; while, in addition to the added power and economy of fuel resulting from superheating where it is possible to reduce boiler pressure without changing the train tonnage, as sometimes is the case of passenger engines, a further saving in cost and upkeep of boiler results.

Question: We see few engines of late

having blind tires. They were made so, I understand, to permit engines to curve freely. With all wheels flanged as they are being made nowadays, how is the freedom of curving provided for?

S. D., Div. 61.

Answer: The front and rear drivers are given more flange clearance than the center wheels.

Question: Some years ago it was a common thing to see engines towed with side rods down. We rarely see it of late, and even with side rods up now there is usually a slow speed limit ordered when the main rods only are down.

W. R., Div. 10.

Answer: The driving wheels of an engine having side rods down are out of balance and unusual stress would be placed upon the rail even at slow speed. With the main rod down only the effect would not be so great, but the main wheel would be out of balance enough to cause undesired stress at any but moderate speed.

Question: What would be most likely to cause front end filling with cinders on any engine with same mesh netting and draft appliances both as to design and adjustment, as others of its class?

ENGINEER.

Answer: Assuming that there are no flues or steam joints leaking in front end the question is narrowed down to one of two things—either poor firing or weak draft force.

In the modern shallow fireboxes the fire, if heavy, will be about on a level with the doorway, sometimes even higher. If the fire is banked it is most likely to be so in the center of the firebox or, at least, in line with the circulation between the furnace door and the flues. If when the engine is working hard the fireman undertakes to break up a "bank" with the hook, some of this mass of green or partly burned coal is likely to be carried into the flues in size as large as the flues will permit and, being in its partly burned state of a soft, pitchy nature, it will not break up when driven against the deflector plate, and coming in contact with the netting will clog it instead of passing through. A few treatments of this kind will cause a front end to fill up; but

if the firing is perfect the fault may be changed to other conditions. The draft appliances may be standard, both as to design and setting, as you say, but a nozzle clogged on one side will deflect the exhaust to opposite side of the stack in such a way as to destroy the force of its discharge, and a weak draft will follow. A bridge of the flat type may be cocked a little, giving the same result; a number of lower flues being stopped may be to blame; a nozzle out of plumb also weakens the exhaust force; but the chief trouble in such cases may be traced to too heavy firing and frequent puddling of fire when engine is working hard.

Question: I have noticed that when engine is running with the wind she steams easier than when going against it or even when there is a side wind. Do not quite see the reason for this. Is it a condition of the atmosphere at such times that makes the difference? ENGINEER.

Answer: It is the effect of wind force on the draft. When going against the wind the pressure of air passing over the top of stack has a depressing effect which in a measure hinders the free discharge of exhaust from the stack, thus weakening its force, also that of the circulation through fire, which is dependent upon this force, and the coal burning capacity of engine is thereby restricted. When going with the wind this effect is modified somewhat. With a side wind the depressing effect would not be so great as in the first case, but the greater train resistance due to the effect of a side wind on the immense area of a long train would retard its movement so as to call for an extra notch or two on the quadrant, which would account for engine steaming harder under such a condition.

The extent of the influence of the depressing action of the atmosphere on the draft of the locomotive, which must be considerable with engine going at high speed, when the cut-off is short and the exhaust force light, has been recognized only in some remote instances. A hood-shaped contrivance fixed to top of stack was tried, with what results the writer is unable to state, but as it lengthened the stack, it interfered with the overhead

clearance, for which reason, perhaps, it could not be adopted.

Question: Will a cylinder packing blow make an engine sound lame? J. T. S.

Answer: That depends on the cut-off used. If engine is worked full stroke the exhausts will sound almost square, but as the lever is cut back the lameness will be plainly shown in the exhaust. This is due to the steam blowing through packing while it should be forcing the piston by its expansive energy between the time the cut-off and the exhaust took place. So, if the steam leaks through at this time there is little or no pressure left in cylinder when the exhaust is opened and the sound of exhaust is correspondingly weakened, thereby making a lame engine. In full stroke the pressure from boiler supplies this leak until cut-off is made, as in the other case, but the period between release and exhaust is so much shorter in the longer cut-off that a lesser proportion of the confined steam would blow through, making the engine sound better than with the shorter stroke of valve.

Question: What effect will a valve blow have on the sound of exhaust and what influence will either a piston or valve blow have on the steaming of the engine?

ENGINEER.

Answer: An engine may have a valve blowing and yet be square so far as the sound indicates, but the steam is being wastefully used and, while it must all pass out through the nozzle, as it would also if the packing was blowing, the tendency would be to produce a continuous blower-like draft lacking that distinct snappy action of the clean cut-off when valves and packing are tight, which agitates the fire in a way to prevent clinking that would result if the fire were permitted to lie dead, as it otherwise would.

Question: I sometimes find engines having Stephenson valve gear that will not be very lame in full stroke forward but will be very lame when cut back, and often find the reverse to be true. How can this be? D. M.

Answer: It all depends upon where the lameness is. If a stretcher, or as some call it, an eccentric rod, is too long or too short, and it happens to be one of the

back motion, the engine will sound perfectly square in the full stroke forward, as the valve movement is controlled wholly by the go-ahead eccentrics with lever in full stroke forward position. If the lever be cut back the valve movement will be, to some extent, governed by the backup eccentric rods, and the lameness due to fault in length of one of the latter will be more pronounced as the lever is cut farther back, making engine sound very lame at the shortest stroke.

If a forward motion eccentric rod is not of right length, engine will sound best at short cut-off on account of the influence of back motion, if right; but will be lamest in full stroke when full effect of defect in length of rod is had. If a valve yoke causes lameness it will be the same in either motion.

A go-ahead eccentric, if not properly set, will make an engine lame, in a way depending on how it is set. If it be advanced too near the pin (on indirect engine) the events of valve movement on that side will all take place too early. The fault may not be so clearly shown by the exhaust in full stroke, but when lever is cut back to short cut-off on the good side the other side may have cut-off so much earlier that the piston travel was too short to admit steam enough to cylinder to make an exhaust loud enough to be heard, making engine seem to be working only on one side, which is practically the case. If the eccentric be not advanced far enough on shaft the valve events will all take place too late and exhaust will sound too strong on the defective side, while the fault will be most clearly shown at short cut-off.

Question: On Stephenson gear, outside admission, the eccentric always follows the pin both in back and forward motion. Is it the same with the Walschaert gear? D. M.

Answer: The position of eccentric crank on Walschaert gear is just the opposite in its relation to the pin to that of the eccentric on the Stephenson gear. The eccentric always follows the pin when outside admission valves are used with Stephenson gear. The eccentric crank of the Walschaert gear always

leads the pin with outside admission valves. The reverse is true of both gears when inside admission valves are used. This is true of the Stephenson always when used on indirect engine, as it almost invariably is, and is true in the case of the Walschaert when the bottom of the link is used for go-ahead motion. When top of link is used for forward motion all other conditions referred to are also reversed.

Question: How does firebox heating surface compare with flue surface in steam production?

Answer: The heating surface of firebox, as has been proven by test, is about seven times as efficient for steam making as flue surface. This comparison varies with different proportions of surfaces, but the smaller the firebox the greater proportion of efficiency per square foot of surface does it represent.

Question: Is there a choke used in the lubricator in addition to the steam chest plug to maintain a uniform resistance to feed of lubricator so it may not be affected by changes of steam chest pressure?

W. L. D.

Answer: Where steam chest plugs are used the choke plugs in lubricator are dispensed with. The former fulfill all the functions of the latter more satisfactorily and with less liability to clog up. These steam chest plugs are used in connection with all the latest Detroit lubricators.

Question: What is meant by a trap in oil pipes leading from lubricator to steam chest, and what effect does it have on the feeding of oil? READER.

Answer: A trap in oil pipe is the result of a sag in pipe which allows condensed steam to accumulate there which prevents the free passage of oil from lubricator to cylinder. On some of the older types of engines the lubricators were set low on low boilers, affording very little pitch to oil pipes, and unless the pipes were set at a nearly uniform angle a trap was likely to result that would not let oil flow when engine was working steam, especially when the steam chest pressure was high. On modern engines this trouble is rarely met with, as the height of boilers now

permits a pitch of oil pipe which insures a flow of oil, even if pipe must be sometimes bent to accommodate other boiler fixtures.

Question: What is the most effective remedy that can be applied on the road for getting the feed of a modern lubricator to work when it seems to be clogged?

ENGINEER.

Answer: This can best be done by reversing the circulation through the feed nozzle. It is done in this manner: Close all other feeds and open wide the one affected; then shut off the water valve and open the drawing off or draining plug for a moment. This will cause the pressure to be reduced in oil chamber, permitting the greater steam pressure on top of the water column in sight glass to be forced down through feed nozzle, and will usually dislodge anything that clogs the feed. Now shut off the feed, open water valve, and after sight glass has again filled with condensed steam, the feed may again be started all right.

Question: If the feed to air pump shows a kind of pulsating action what would it indicate?

READER.

Answer: It would prove that the choke, which should provide for a uniformly steady pressure for lubricator to feed against, was too large, or, most likely, absent altogether.

Question: Are the chokes always placed near top of steam chest?

READER.

Answer: They usually are, but the choke for air pump is on the lubricator. However, some prefer the chokes for feed to cylinders placed at lubricator also.

Question: When did the first automatic lubricator come into use, and what were the conditions that demanded its adoption?

READER.

Answer: The first came into use about 1880. The conditions demanding a continuous oil supply to cylinders were needed to meet the effect of higher steam pressure and more severe tax on the valve gear, due to the growing demand for higher speed. The hand method of oiling was considered good enough with steam pressure of 130 pounds, but occa-

sions sometimes arose, even then, when the valves would get dry from priming or foaming, when it would be impossible to get oil to cylinders in the old way. This put a greater strain on the valve gear than it would sometimes bear and engine failures frequently resulted that could have been avoided with an automatic oil feeder.

Question: What change, if any, was brought about in the manner of handling engines by the introduction of the lubricator?

READER.

Answer: Before its adoption oil was supplied by hand at points on the road where it was convenient to shut engine off, making the lubrication, especially to valves, not as constant as it should be, to which fact was, no doubt, due the practice of running engines with light throttle and long cut-off, which was necessary to best meet the condition due to imperfect lubrication. It was only after the introduction of the lubricator that the use of the full throttle and short cut-off was strongly urged to economize in the consumption of steam by more perfectly utilizing its expansive energy. Thus we see that the lubricator has been, in addition to the convenience it affords, not only a preventative of engine failures but an important factor in promoting the fullest development in the power of locomotives, as well as in the economy of oil and fuel consumption and operation generally. Comparisons between the performance of engines of today with those of the past are sometimes regarded as unfavorable to the modern engine, but such comment is usually based on sentiment. The modern engine is superior in every respect, and every appliance added of late years has contributed its share to that end, and chief among these is the lubricator.

Question: When was the injector first adopted, and how has it contributed to the improvement of the locomotive?

W. R.

Answer: The Sellers self-adjusting injector was introduced in 1876. It grew into favor slowly, and at that date was not regarded in the light of a competitor of the pump—rather as a convenience for supplying water to engine when

standing. Engineers were opposed to its adoption as a substitute for the pump on different grounds, chiefly on account of its unreliability, but it eventually grew into favor, and none of the present-day engineers would care to change for the pump. With the old style engines with small grate area and tight dampers, engines could be kept from wasting much water at the pop by letting fire burn out at stopping points. This cannot be done with the modern engine so well, so a convenient, reliable water supply is imperatively demanded. The modern injector affords that convenience.

Question: We often hear the older men speak of good pumping in the old days being a reliable gauge of the merit of the engineer. Why is it considered of less importance in later days?

J. T. C., Div. 10.

Answer: Good pumping is still necessary for the best work of the power, but it is less of a problem or, it may be said, an art, as it was in the old days of the pump. Then the good runner looked a long way ahead in gauging his water supply, so that if he had to favor the engine with light pumping to get steam at one place, he could see where he would regain that lost water on some piece of track where the grade was favorable. The runner who could not do that was not in the first class, and as the injector was not as reliable as now, he had to depend largely on holding what the pump supplied while being delayed, all of which called for a degree of economy in the use of water that is not so necessary nor so practical since the arrival of the convenient injector.

Question: Is there the same power exerted on wheels with a 14-inch brakeshoe as with a 20-inch?

G. E. H.

Answer: It is assumed that the question is intended to ask if the pull of the brakeshoes, their friction, their retarding power, would be the same with the different sizes of shoe. It has been proven that the greater the area of contact between the shoe and wheel, all other conditions the same, the retarding effect of the larger shoe would be greatest.

Question: Has a six-wheeled engine

the full braking power if braked only on four drivers?

G. E. H.

Answer: It would be possible to so arrange but would not be good practice, for, owing to the wheels being coupled, stress would be caused on connections between braked and unbraked wheels that had better be avoided.

Question: Why are brakes hung so low? If they were hung in line with axle, would the braking power be reduced?

G. E. H.

Answer: They are hung low as a matter of convenience for the rods and levers and other equipment necessary to their operation. Their retarding force would be the same whether hung high or low.

Question: Why do they sometimes reduce the braking power on engines when overhauled?

G. E. H.

Answer: The percentage of braking power on the drivers is based on 75 per cent of the weight on drivers. There might be conditions where it would be better to reduce the brake power, as on engines working in yards on bad rail, which would cause excessive wheel skidding with standard brake power.

Question: When operating independent brake with air coupled to train, cannot release brake without putting independent valve in full release position.

G. E. H.

Answer: If automatic brake valve is in running position the brakes on engine should release with independent valve handle placed in running position. Air will then flow through distributing valve release pipe, through independent brake valve, then through automatic brake valve to atmosphere. If not, the fault is in the distributing valve, which does not respond to the release position of the independent brake valve. The best way to effect a release of the brake in this case is to move the handle of automatic brake valve to release, then back to running position again. This will cause the equalizing slide valve in distributing valve to move to the position necessary to release the brake perfectly.

SMOKE NUISANCE.

It has been wisely said, "The art of railroading is the shifting of responsi-

bility." We have an apt illustration of this fact in the method of handling the smoke question in some of our large cities. In many places it seems to be wholly up to the enginemen. Smoke inspectors, having no knowledge whatever of locomotive operation, will order engine crews to report in person to explain cause for violation of the ordinance, causing them to lose time and apologize for something which in many instances they could not avoid doing.

So-called "smoke consumers," which the inspectors are assured will do the work "with the exercise of a little care on the part of the enginemen," only add to the troubles of the latter without materially assisting to the result sought. Thus, the responsibility is being shifted from the company to the men, which plan, while being unfair on the face of it, is but delaying the final settlement of the question on a common-sense basis fair to all concerned.

In some places engineers are being placed on the board of inspectors, which is a step in the right direction and one that will the sooner lead to the inevitable conclusion that smoke abatement, to the extent demanded by the public at least, is an impossibility where bituminous coal is used as fuel for locomotives. This is particularly true of engines in switching service doing heavy work, often requiring the engine to be shut off with a green fire at a time and place that cannot be foreseen by the engineer or fireman, they being, as a rule, always governed by signals in the performance of their work. The same is also in a large measure true of road engines moving through city yards.

The brick arch, with skillful firing, will help much; but the yard is the training-ground for the novice under present regulations, the more experienced men being needed on the road where the service of the power in the matter of train movement is most exacting.

A high grade of coal, together with good steaming engines, would also be an aid; but under the most favorable conditions as to the power and the intelligent handling of it there will be at times a sufficient volume of black smoke emit-

ted from the stack to constitute a violation of the ordinance, and the engineer and fireman will have to stand for more than their share of the blame in many such cases.

The present plan of the inspectors, dealing directly with the enginemen, is not fair; neither is it effective for good results. They are often up against conditions over which they have no control, and faults that are charged to want of intelligent care on the part of engine crew it would seem could be more effectively corrected when the responsibility is placed upon the department in which they are employed.

The writer does not contend that under any possible regulation smoke elimination would result where locomotives are using soft coal, but the abatement of the so-called nuisance in a measure greater than is possible under the old plan of holding the engine crew responsible would certainly follow. Besides, it would bring the railroad officials and those representing the cities more squarely face to face in the matter, thus paving the way for a final solution of the problem, or, at least, making the railroads measure up more closely to the requirements and the public to become more tolerant of the unavoidable results.

A Good Thing.

SAGINAW, MICH., June 9, 1913.

EDITOR JOURNAL: Allow me space in the JOURNAL to state that the questions and answers quoted by Mr. T. F. Lyons in the June JOURNAL just hit the spot with a number of our young members, and without a doubt, will not come amiss to a few of the old ones as well. It is a good thing, Brother, let the good work continue. We all get a little rusty on machinery now and then. Thank you, Mr. Lyons, and let us have some more.

Fraternally, B., Div. 304.

Boiler Checks.

MONTREAL, CAN., June 10, 1913.

EDITOR JOURNAL: I notice in the June number of the JOURNAL under the head-

ing "Technical," on page 514, that Mr. Gregory answers the question in the third paragraph, first column, in regard to location of boiler checks. Would state that quite a number of roads are using the boiler check on top of the boiler. Among the roads which are using same is the one with which I am connected—the Canadian Pacific Railway. They have over 500 locomotives so equipped. This check is located usually under the bell and is a part of the bell frame. Some have no delivery tubes, but have splash or deflector plate to prevent the dirt from striking the flue sheet. I am sending you this simply for Mr. Gregory's information.

Yours fraternally,

W. J. HATCH.

Successful Freight Train Handling.

BY G. B. PIERCE.

The proposition of successfully handling the modern freight train of today is a live subject and deserving of more consideration than it generally receives. Some engineers have the opinion that a train is handled successfully, provided they get it from one terminal to the other without breaking it in two, regardless of the many shocks it may have received. The opportunities for causing shocks and break-in-tuos present themselves more often now than they did a few years ago. This can be appreciated very readily if one will give a little thought to the equipment of the past and compare it with that of the present. Cars have increased in capacity from 30,000 lbs. to 100,000 lbs.; locomotives, in weight on drivers from 70,000 lbs. to 400,000 lbs.; and the weight and length of trains in about the same proportion. From the foregoing it is obvious that methods and *practices of earlier days* in train handling *will not meet the requirements* of today, therefore, modern methods must be employed.

Slack in the train is the all-important factor that engineers have to deal with in train handling; therefore, they should learn, as far as possible, to keep it under their control.

Considering what effect slack can have toward producing shocks, let us assume an engine coupled to two cars in one

instance, and to 60 cars in another with slack in, start the trains in each case as quickly as the engine can move them and note the results. In the first case there will be practically no shock at the rear car because of the small amount of slack, while in the latter case, if the draft gear withstood the strains, the shock at the rear car would be enormous, due to the difference in the speed of the ends of the train at the time the rear end started. Thus we see slack permits of a difference in speed in the different portions and ends of the train. With these two factors (slack and speed) that of weight must be considered. With these we have the fundamentals of shocks to draft rigging in train handling, first, by the difference in speed, between two portions of the train at the instant the slack is all in or out; and, second, by the weight of the lighter of these two portions. With differences in speed, the *shock increases with the square of the differences in weight.*

Explaining this in another manner, with a speed in one instance 2 m. p. h. and in another instance 5 m. p. h., the shock in the latter case will be nine times as great, if the draft rigging does not fail. With weight, one vehicle nine times as heavy as another with the same difference in speed, the shock will be nine times as great with the heavier vehicle. No doubt the latter has often been observed by engineers who have had the opportunity of running various types of engines and noted that in attempting to couple onto a string of anchored cars with engine moving 4 or 5 m. p. h. the light engine will rebound, while the heavy engine will give the cars a vastly harder shock and will not rebound. It is not an uncommon occurrence with the average freight train today to have one end of the train moving 6 or 7 m. p. h. faster than the other. In this connection the point to bear in mind is that the slower the speed the more the two ends of the train can change in difference in speed. This should be remembered especially when starting; also when stopping from low speeds and allow sufficient time in each case to adjust the slack gradually. The importance of the "time element" cannot be empha-

sized too strongly as it is a known fact that, with draft rigging in fair to good condition no break-in-tvos will occur if the slack is not allowed to run in or out harshly. In starting a train do not allow the engine to move faster than a walk for at least the first two car lengths. With heavy trains, this cannot be done by setting the throttle at some particular point on the ratchet; instead, it must be handled judiciously, that is, with sand on the rail, sufficient power maintained in the cylinders to move the train without excessive slipping of engine and yet enough only to keep the train at the proper speed. A good plan practiced by some engineers is to measure with the eye an object about two car-lengths ahead, when starting, and use it as a guide. This will insure the head end moving slowly at the time the caboose starts.

If necessary to take slack to start a train, take a foot or two only of the slack of the entire train. The too common error is to take the slack of 15 or 20 cars, which many times results in a break-in-two or three. When double-heading and the train is such that it can be started by the leading engine, the second engine should not be worked until the rear end of train has started and then in such a manner that it will increase the speed gradually. If the leading engine cannot start the train the second engine will not assist until the leading engine has nearly "stalled," pulling out all the slack possible, otherwise the draft rigging may not stand the strain of the two locomotives. When switching a string of cars as handled by way-freight crews at intermediate stations, use the automatic brake (train brakes) to do the stopping and not the "independent" brake or straight air, as by so doing many severe shocks will surely be prevented.

From accurately kept records of break-in-tvos with 60-car trains for a period of many months, it was found that about 40 per cent of the break-in-tvos occurred within ten cars of the locomotive; also, that among engineers in similar service some had very few break-in-tvos, indicating clearly that where the proper

methods were used good results were obtained. This brings us to another very important point, which is "stopping."

Where commencing to apply the locomotive brakes will change the position of the train slack be sure to accomplish this gradually, allowing ample time and remembering that the same brake cylinder pressure will change the slack more harshly the slower the speed at the time of application and that at the same speed a heavier locomotive will have a like effect. Make no "spot" stops. This means to stop within a reasonable distance of the switch to head in or coal docks and water tanks; also to cut off when taking coal or water. The main object is to stop properly. Do not shut off steam suddenly. Remember that compressed car coupler springs, slack either in or out heavily, react strongly and that unless this latter is guarded against it will cause severe shocks. Always allow ample time for the engine to drift in the slack before commencing the use of the brakes. Exceptions to this are certain brake applications at low speeds. One in making a stop when backing, steam should be used to the stop, and engine brakes released when speed is low to keep the slack shoved in.

In making stops from low speeds moving ahead it is sometimes advantageous to continue to work steam until the initial reduction ends, shutting off just as the brake valve discharge ceases.

In stopping freight trains from ordinary speeds with the automatic brakes, make the first reduction sufficient, and at a point to insure that it will prevent the engine from passing the objective point; then when within an engine length (not over 40 feet) of the stop, make an additional reduction of 6 or 7 pounds. The object of this second and final reduction is to start the slack in at a time too late for it to run out again before the stop is completed. It should not be made with the object of effecting the stopping point for if made earlier it is liable to cause, rather than avoid, a break-in-two. While it is generally understood among engineers that freight trains should be

stopped with one application, yet many divide this application into three or more reductions, and if a break-in-two occurs they think it is the fault of the brakes, or the draft rigging, when the real cause was the manner in which the brakes were handled.

With the beginning of the application, the head brakes apply first; this of course runs the slack in, and the brakes continue to have a higher brake cylinder pressure until the brake valve stops discharging; the latter indicates that the reduction is made throughout the train.

With a train of loads and empties with the empties behind (which is the hardest train to handle on account of the empties holding relatively more than the loads, and run the slack out), the first application is made and the train is now stretched and is slowing down in speed to about 10 or 12 miles per hour, and the empties are trying to stop quicker than the loads, but are being dragged along by the latter, with the slack stretched and draft gear springs compressed, yet the entire train reducing in speed uniformly. Then another 6 or 8-pound reduction is made in order to stop at the desired point. When this second reduction was begun the head brakes, as usual, felt it first and with the aid of the draft gear springs commenced to run the slack in. As the empties were thus relieved of the pull of the loads they at once began to stop more rapidly than before and just at the same time when through the reduction reaching the rear end, their brake application was increased. The rear brakes now almost anchor their portion of the train and the slack starts running out suddenly. At the time it is exhausted there is a difference of about 5 miles per hour between the two ends of the train. At this instant one of two things must happen: either the head end with heavy engine must be reduced 5 miles per hour in a second or two, or the draft rigging must fail. The latter usually happens at a time just before the stop is completed.

Explaining the modern instructions, if the speed is 15 m. p. h. or less make a 7

or 8 lb. reduction, and if above 15 m. p. h. make not to exceed a 12 lb. reduction. Whatever reduction is made it must be continuous, that is, place the brake valve handle in service position and by observing the air gauge, note when the desired amount is drawn off. The reasons for these methods are simple. The lower the speed the better the holding power, which is the friction between the brake shoe and wheel, also the wheel and the rail, for the same brake pipe reduction. Therefore there must be a difference in the amount of reduction for lower and higher speeds.

With each reduction, up to full application the head brakes respond first and start the slack in, which in most cases compress the draw bar springs. When the rear brakes have had time to act they will run the slack out, considering the train similar to the one above referred to. With the train now stretched and slowing down uniformly, *do not disturb the slack*, until when within about 40 feet of the stopping place make a 6 or 7 lb. reduction. This will start the slack in, but before the application is felt on the rear brakes, and they had time to run it out, the train has stopped. Consequently instead of breaking in two just before the stop, the train has stopped with the slack in and no pulling strains on the draft rigging. The important feature of making the second and final reduction is, not to make it too early. If made as suggested, the brake valve discharge will be blowing when the train stops.

The reason no damaging shocks occur at the higher speeds in service braking is because only slight difference in speed is made by the brakes at such time, on account of the relatively poor friction or holding power of the brakeshoes at the higher as compared with the lower speeds. Air brake men formerly taught that the break-in-two was because the head brakes released first. However, it is obvious that, as far as the release of the brakes is concerned, it will be the same regardless of the speed, but the holding power of the brakes, slack action and time element for the gradual adjustment of the slack are the things to consider at low speeds.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

HAVRE, MONT., May 21, 1913.

EDITOR TRAIN RULES DEPARTMENT:

Westbound trains are superior to eastbound trains of the same class. No. 657 is a third-class train which runs from initial station A to G. G is an intermediate station on this division. No. 657 arrived at G one hour and ten minutes late and pulled down the main track at G to unload freight when it was struck head on by an eastbound extra train. The extra held no orders against No. 657. The engine was standing about fifteen car lengths west of the train order signal which is about half way to the west switch.

Did No. 657 have a right to the main track at G? **MEMBER.**

Answer: The schedule of No. 657 does not give the train using it any authority to use the main line at its terminal station, and if it becomes necessary for the train to occupy the main line to do work it must be fully protected as per Rule 99. No. 657 should have pulled in at the switch at the east end at G, or it should have had full flag protection before using the main track there.

When a train is run extra from A to G such train has no right to the main line at either A or G under the provision of the order, and it is the same with respect to a schedule. The schedule only gives authority to the main line between the initial and terminal stations and never at such stations unless special provision is made to that effect.

WHITEFISH, MONT., May 26, 1913.

EDITOR TRAIN RULES DEPARTMENT:

Order No. 10, "No. 44, engine 1411, meet first No. 435, engine 2000 at B." In such a case should first No. 435 whistle signals at No. 44 at B No. 44 is a first-class train and No. 435 is a second-class train. **D.**

Answer: Rule 14 (k) governs a case

of this kind. It requires that one long and two short whistle blasts of the whistle must be given to call the attention of yard engines, extra trains or trains of the same or inferior class or inferior right to signals displayed for a following section. First No. 435 is not a train of superior class or of superior right, nor is it a train of the same class or right as No. 44 and it is not necessary for it to give No. 44 the whistle signal for signals displayed. It is true that first No. 435 holds an order to meet No. 44 at B, but the superiority of right conferred by this order expires when first No. 435 arrives at B and as it cannot meet No. 44 before it arrives there, signal 14 (k) is not necessary in such a case.

EL PASO, TEXAS, MAY 27, 1913.

EDITOR TRAIN RULES DEPARTMENT:

Order No. 1: "Engine 2118 will run as No. 77 A to F." Order No. 2: "Engine 2118 will run extra C to B. Engine 2118 is annulled as No. 77 C to F." Order No. 3: "Engine 2118 will run extra B to C and run as No. 77 C to F." Has the dispatcher authority to run the same engine on No. 77 after it has been annulled once? **MEMBER DIV. 212.**

Answer: It is entirely proper for the dispatcher to restore engine 2118 to schedule No. 77 under the circumstances. The orders used in this case were not exactly standard, but they are so near that there could be no question with respect to the form. The Standard Code uses the word "withdrawn" instead of the word "annulled" when an engine is withdrawn from a schedule. This is done to avoid confusing the annulment of a schedule with the annulment of the right of a certain engine to use a certain schedule. Further than this the word "withdrawn" expresses more exactly the actual action desired. Strictly speaking you cannot annul an engine, but of course you can withdraw it from a certain schedule. When the word "annulled" is used in connection with a schedule such schedule cannot be again restored, but this fact in no way affects the meaning of the word when used in connection with the withdrawing of an

engine from a schedule. To further illustrate the case: Train order No. 25 may be annulled, but there is nothing in the rules which forbids this order being restored under a subsequent number. Likewise an engine may be withdrawn from a schedule and later restored to such schedule by a subsequent order.

SALT LAKE CITY, UTAH, JUNE 1, 1913.

EDITOR TRAIN RULES DEPARTMENT:

Train No. 391 is delayed at C until it loses both right and schedule on account of becoming more than 12 hours overdue. The dispatcher issued an order to the train to run extra from C to E, where the train arrived in time to depart from there on its regular schedule. In a case of this kind can No. 391's train assume its regular schedule at E and proceed without train orders?

MEMBER DIV. 222.

Answer: When No. 391's train arrives at E as an extra train, if the dispatcher desires it to use its regular schedule from that point, he must direct the train to run as No. 391 by train order. No. 391 having lost both right and schedule on account of becoming 12 hours overdue cannot again assume such schedule at any point on such district without a train order authorizing it to do so. Rule 82 governs such cases and it states in part that regular trains 12 hours behind either the schedule arriving or leaving time at any station lose both right and schedule and can thereafter proceed only as authorized by train order.

TOPEKA, KANS., JUNE 2, 1913.

EDITOR TRAIN RULES DEPARTMENT:

The following case came up recently and would like your understanding on it. No. 201 is scheduled out of A at 10 p. m. over the main line, known as subdivision No. 1, and over a part of subdivision No. 2 to a junction point which is designated as D. From D it is scheduled over subdivision No. 2A to its terminal station Z. No. 201 is due at D at 12:30 a. m., and due to arrive at Z at 2 a. m. A new time-table took effect at 12:01 a. m. and the schedule on the old and new time-tables correspond as required by rule except that the schedule number is changed

From 201 to 203. The train which left its initial station at 10 p. m. as No. 201 arrived at D as an extra at 12:30 a. m. Can the dispatcher run this extra from D to Z as No. 203? Div. 234.

Answer: No. 201's train may be properly run as No. 203 from D to Z. The reason for this rests in Rule 4, which states that a schedule takes its date from its initial station on such subdivision, therefore, No. 203 being due to leave its initial station on subdivision No. 2A at 12:30 a. m. and the new time-table taking effect at 12:01 a. m. puts Rule 4 in operation and the first sentence of the rule declares that each time-table from the moment it takes effect supersedes the preceding time-table and its schedules take effect on any division, or subdivision, at the leaving time at their initial stations on such subdivision or division. This leaving time when a new schedule will take effect is, of course, after the new time-table takes effect. It will be noted that the subdivision being specified in the rules makes the initial and terminal stations for No. 203 at D and Z for subdivision No. 2A. The whole distance from A to Z does not enter into the arrangement at all, each subdivision being a law unto itself.

It is a common practice to designate main line divisions as subdivision No. 2 or No. 3, and when a branch line leads off from it such branch is designated as subdivision No. 2A or No. 3A. By such method the branch subdivisions are readily located as connecting with certain main line subdivisions.

CORNING, N. Y., June 1, 1913.

EDITOR TRAIN RULES DEPARTMENT:
Train No. 1 is due to leave A at 11 p. m., daily, on the old time-table. A new time-table takes effect at 12:01 a. m. showing No. 1 due to leave A at 11 p. m. daily except Sunday. The two schedules correspond as to time and all other requirements except as to daily, and daily except Sunday. Can No. 1 leaving A on Saturday evening, and finding itself at B at midnight proceed on No. 1's schedule on the new time-table? Div. 244.

Answer: No. 1 which left A Saturday night at 11 p. m. is a train of Saturday,

as is also the schedule which it would naturally assume on the new time-table, therefore the changing from "daily" to "daily except Sunday" does not affect the movement at all. No. 1 leaving A on Saturday night will assume the new schedule at 12:01 a. m. and proceed as No. 1 of the new time-table. If the new time-table took effect at 12:01 a. m. Monday, then No. 1 leaving A at 11 p. m. Sunday could not assume the new schedule at 12:01 a. m. for the reason that the only schedule it could assume would be a schedule of Sunday, and the new time-table does not authorize a schedule for that date. The words, "day of leaving" used in Rule 4 do not refer to the days of the week on which a schedule is authorized by the time-table, but they refer to the day on which the train or schedule is due to leave its initial station.

Eddy "Clocks."

In *The Railroad Men's Magazine* for February there appeared a very interesting article regarding the Eddy locomotives, by Mr. John Worcester Merrill, which brings a vivid recollection of them to my mind.

My boyhood days, from 1844 to the early summer of 1861, were lived in Worcester, Mass., close to the Western Railroad, as the road from Worcester to Albany was then called, now known as the Boston & Albany. As a boy I well remember the "Addison Gilmore," built in 1850-1; also the "Whistler," named after Major Whistler of Springfield, Mass.

The "Addison Gilmore" originally had a single pair of driving-wheels, 6 feet 9 inches in diameter, and a pair of small trail wheels under the footboard. Both were removed later and two pairs of 72-inch driving-wheels substituted.

The driving-wheels on this type of locomotive, among which, in addition to the "Addison Gilmore" were the "C. W. Chapin," "Springfield," "Dwight," "Swift," "Whistler" and "Worcester," were referred to by a Mr. Lloyd, of Boston, in a recent article in *Locomotive Engineering*, as "having centers which would not prevent an old-time Hebrew from worshipping them, as they were

not like anything in the heavens above or in the earth beneath."

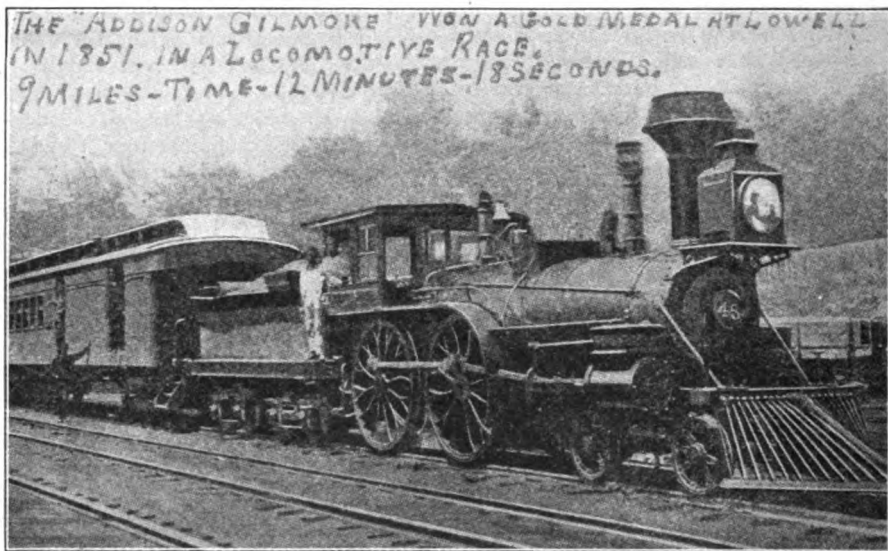
In a locomotive race held in Lowell, Mass., in 1851, the "Addison Gilmore" won the gold medal in competition with several other locomotives. From my scrap-book I copy the following account:

"The occasion that brought this about was the regular fair and exhibition of the Middlesex Mechanics' Association. After the opening, an invitation was issued to superintendents of railroads and manufacturers of locomotives to send

'Nathan Hale'—Boston & Worcester (now Boston & Albany).

"The conditions which governed the speed contest were as follows: Each engine to carry as near 100 pounds steam pressure as possible, pressure at commencement of race as that carried to the end; each engine to draw a load equivalent to six loaded passenger cars.

"The race was run amid great excitement. No trial of engine speed ever drew a greater crowd of people. As each favorite sped by, the air was rent with



THE 'ADDISON GILMORE' WON A GOLD MEDAL AT LOWELL IN 1851, IN A LOCOMOTIVE RACE.
9 MILES—TIME—12 MINUTES—18 SECONDS.

THE EDDY CLOCK, B. & A. R., WEIGHT 34 TONS. 72-INCH DRIVERS, 16 x 22 CYLINDERS.

—Courtesy Bro. J. W. Chamberlain, Div. 61.

their best engines for exhibition at the fair.

"It resulted in a creditable exhibition of locomotives on September 29, 1851, and arrangements were made to have the powers of the several locomotives tried in actual service. A piece of track nine miles long was staked off on the railroad near Lowell. The various locomotives were entered in the following order:

'Milo'—Boston & Lowell R. R.

'Addison Gilmore'—Western R. R. (now Boston & Albany).

'Neponset,' 'Dedham' and 'Highland'—Boston & Providence R. R.

'Union'—Fitchburg R. R. (now Boston & Maine).

'St. Clair'—Ogdensburg R. R.

'Essex'—Boston & Lowell R. R.

cheers, and when at last the 'Addison Gilmore' of the Western Railroad won the race, it seemed as though the enthusiasm of the people would leap beyond bounds."

And yet, compared with "Engine 999" of the New York Central, the "Addison Gilmore" was neither a very swift nor a very powerful engine, for it took her 12 minutes and 18 seconds to cover the nine miles. The "999" could probably cover an equal distance of track in 5 minutes.

At the same time trials of drawing power of freight engines were made over a piece of track near Wilmington, Mass. This trial resulted in a victory for engine "Milo" of the Boston & Lowell Railroad.

There were several locomotives of the "Whistler" type built by Mr. Eddy at

Springfield. Among them were the "T. B. Wales" and "Springfield," both run many years between Worcester and Springfield by Mr. "Joe" Desoe; the "C. W. Chapin," run by Capt. Edward Granger, the "Swift" and the "Dwight." All of them had two escape pipes or "cannons," as they were jokingly referred to, similar to those on the "Addison Gilmore."

The large escape pipe referred to did not appear on any of Mr. Eddy's engines until about the last two, or perhaps three, that were built. I remember the "Columbia" and the "Florida" as having them. I have a photograph in my scrap-book of the "Florida," showing the large escape pipe with the whistle on top.

Regarding the "Whistler," I find in my scrap-book a short account stating that this engine was the second passenger engine built by Mr. Eddy, the "Addison Gilmore" being the first.

On a Sunday afternoon in the early fifties, the "Whistler" was the locomotive used to make a quick trial run from Worcester to Springfield with two cars, one a passenger, the other a baggage car, with United States mails. The president of the Western Railroad, Mr. C. W. Chapin, was anxious to secure a contract to carry the mails between Boston and New York, so the "Whistler," with Mr. Isaac Wadleigh as engineer, was selected to make the run. The distance of 55 miles from Worcester to Springfield was made in 58 minutes, and resulted in obtaining the contract. The train was drawn from Boston to Worcester by the locomotive "D. Henshaw," with "Steve" Woodruff as engineer, a much smaller locomotive than the "Whistler," in one hour. Both locomotives were wood-burners.

Mr. Eddy's first engines were the "Atlantic" and "Pacific," eight-wheel freight, built from his design by the Springfield Locomotive & Car Company. Owing, it is said, to Mr. Eddy's adherence to the design of his frames (the back and sides being bolted rigidly to the outside of the firebox), one fatality occurred by reason of the back sheet being ruptured when the "Pacific" was pull-

ing a freight train up Charlton grade. It was well understood by engineers and roundhouse men that whenever one of these engines had to be moved when "dead" or "cold," the side rod keys always had to be loosened to allow the pins to pass the centers, because of excessive contraction.

All Eddy engines had the deep fire-boxes common to that period of locomotive construction, and owing to the peculiar frame construction could be made slightly wider than those of other builders. I believe they were 42½ inches wide. The Eddy engines were noted for their easy riding qualities, the driving springs being carried underneath quite close to the rails, in what was always called "hog troughs."

I think Mr. Merrill's explanation why the Eddy engines were called "clocks," ("because they were so reliable and did such good work upon the road") was not always borne out by their service. Having run many times in 1881 and 1882, while stationed in Worcester, several of the later passenger engines, the "Mariposa" and the "No. 15" (now at Purdue University) and others, I never found anything about them as being particularly "smart," as the word is generally understood among railroad men, or as compared with locomotives of other builds of that period. In an experience dating from 1861 to 1882, or about the time they went out of existence, I never once heard them referred to as "clocks." I believe it was a writer in *Locomotive Engineering* who first called them "clocks," about 10 or 12 years ago, in an article entitled "Old Eddy Clock for Purdue."

Regarding the "Brighton," referred to by Mr. Merrill, it was built by Mr. A. B. Underhill in the Boston shop in 1871. It had red wheels and other fancy colors, with much brass trimming, as was the custom of builders in those days. I ran the "Brighton" about six weeks between Worcester and Boston in 1871 on freight trains, then it was ordered to Albany. My fireman, Fred Cooledge, and myself were directed to take it as far as Pittsfield. Soon after arriving at Springfield I met Mr. Eddy, who asked

me "how many cars I expected to pull with that brass engine?" Soon after arriving at Pittsfield the next morning, the superintendent of the Albany division asked me if I would be willing to take her up the "hill" one trip, "just to see how she rode." Of course I could see through his request, but at the same time I felt interested to see what it could do in hard pulling service, so I consented, as I could not get a train for Boston for several hours.

We got ready, went out to the freight yard at Pittsfield (there was no North Adams Junction freight yard then), where the yardmaster asked me how many cars I wanted. I said it was up to him. He wouldn't say, so I asked him how many the Eddy engines were taking. He said twelve cars. I told him I would try thirteen. You should have seen the incredulous smiles that appeared on most of the faces of those present, mostly engineers and firemen. It was quite evident that most of them believed that nothing could equal the Eddy engines on Dalton grade. In fact, I didn't know myself but that I had been somewhat rash in calling for one more car than Mr. Eddy's engines were pulling up this grade.

However, we "were game," and we started with thirteen loads, eight of them being oil tanks, which I always thought were switched out for our special benefit. We covered the distance in 43 minutes, including a "break-in-two" in Jericho ledge, the hardest pulling spot on the mountain. All freight cars in those days (1871) had the link and pin drawbars. It was conceded by all present that the "Brighton's" performance was equal to that of the Eddy engines, though they were very nearly evenly matched in power, the Eddy's having 16 by 26 and the "Brighton" 17 by 24 cylinders, both with 5-foot driving-wheels and approximately the same weight.

The "Brighton," on going to the Albany division, was not looked upon with favor by the engineers generally, as apparently it was too much of an innovation over old-time ideas.

Of the "Mason wood-burners" mentioned by Mr. Merrill, I well remember

the "Apollo," "Olympus," "Nevada," "Saranac," "Sonora," and "Panama," with their bright red wheels and "balloon" smokestacks. I think it was in 1854, when I was about ten years old, by the courtesy of Mr. Isaac Wadleigh, engineer, I rode from Worcester to Springfield on the Boston & New York express train on the "Apollo," with its 14x22-inch cylinders and carrying from 110 to 125 pounds steam pressure. I remember on the return trip of stopping at "Hoboken" water-tank on Warren grade for water because of a shortage in Springfield and Palmer.

I little dreamed while taking that ride that many years later I would be running that same train with a modern 1913 superheater locomotive, No. 555, with its 22x28-inch cylinders, carrying 200 pounds steam pressure.

JAMES W. CHAMBERLAIN,
Locomotive Engineer Boston & Albany
Railroad, 17 Wrentham St., Dorchester
Center, Mass.

Freight Trains Parting on the Road.

EDITOR JOURNAL: At a recent staff meeting of the mechanical officials of the Erie Railroad, Mr. Wm. Owens, of the New York Air Brake, spoke about freight trains parting. On this subject he remarked: While there may be some causes chargeable to inefficient operation by the engineer, I believe our greatest trouble can be charged to unequal breaking forces on cars, that is, cars breaking at different percentages on the different roads, which I believe could be regulated or adjusted by the American Railway Association, or the different mechanical departments of the railroads. While some roads are adhering to the old standard practice of braking the cars at 70 per cent of the light weight of car, based on a 60-lb. cylinder pressure, others are going as high as 80 per cent, and some as high as 75 per cent, based on a 50-lb. cylinder pressure, while the air brake companies recommend 60 per cent, based on a 50-lb. cylinder pressure, it can readily be seen that the above conditions cannot help but lead to bad results, especially when there are a number of these high brake

cars located together in the train, especially when empty. If they are located in the rear of the train, they have a pulling effect, and a buckling effect when located ahead or in the forward portion of the train. There are also a great number of cars having ineffective brakes, either due to bad design or being in bad condition, which adds to the trouble.

The question of building up trains is another important factor, although may be somewhat expensive to follow in congested yards, as several tests have shown that if the loads and empties are mixed alternately throughout the train, a decided improvement can be looked for from an operative standpoint. While some roads advocate putting a few empty cars in the forward portion of the train, this may be an open question, as it has always been the practice to locate all loads ahead, but where consistent, it is always better to run the loads and empties separate. There are a great many cases of trains parting, which can be charged to rough handling in yards, which seems rather hard to control, especially in what is called "hump yards," as a great many draft riggings are ruptured in yards, which do not give out until they are in transit on the road, which the train crew should not be held responsible for.

The question of overloading engines is another factor causing more or less trouble in breaking trains in two. While the writer believes in giving the engine all that can be hauled running at a reasonable speed, it still remains a question of determining the most economical load to give the locomotive, as when the engine is loaded so heavy, and becomes necessary to take the slack at water tanks, and hard places, it cannot help but be injurious to the draft gears, although they may not give out at the time of starting, or taking slack, but will give out at the most critical time, or when least expected. While the engineer has no control on the way the slack is running, or in other words, the differential braking force, he can be governed to a very great extent on how to make the brake pipe reductions in order to absorb the shock, especially after making the

first stop, which will indicate the way the slack is running.

Hoping the above may be of some value to you, that is, if you care to publish the same, which will be nothing new to the air brake world, but hope it will have some effect on bringing about uniform standard of breaking cars throughout this country, which in my opinion will not only save money in the cost of repairs, but will save delays and no end of annoyance to the men who are responsible for the operation.

W. E. THOMSON,
in Railway and Locomotive Engineering.

Louisiana Flagging Rule—Order for Examination of Men.

The Railroad Commission of Louisiana, after notice and a general investigation has issued an order, No. 1517, relative to the proper protection of trains by flagmen. The commission concludes that on many of the railroads the flagging rule is inadequate and unsafe. The rule now prescribed is said to be in effect on the Southern Pacific in Louisiana, and "its efficiency has been proven beyond question." This rule with a few modifications is as follows:

"Ordered, That when a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail, when the conditions require it. The front of a train must be protected in the same way when necessary by front brakeman. If the front brakeman is not available the fireman must act in his place

"(a) Between sunrise and sunset the flagman shall immediately after he leaves his train light a red fusee and carry it with him back one-quarter of a mile to the point where he places the first torpedo and must leave a burning fusee at the same point as the first torpedo.

"A sufficient distance to insure full protection requires that flagman shall go back to a point one-fourth mile from the rear of his train, where he must place one torpedo on the rail. He must then

continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail, not more than two rail lengths apart; he may then return to within one-fourth mile from the rear of his train, and remain there until recalled. If a passenger train is due he must remain until it arrives. When he comes in he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution signal to a following train.

"The recall of flagman is the most critical period, and when there is not a clear view of at least one-half mile, train must be moved forward a sufficient distance to insure safety before flagman is recalled. During foggy or stormy weather, or in the vicinity of obscure curves or descending grades, or when other conditions require it, the flagman will increase the distance. When a train is flagged by a flagman the engineman must obtain a thorough explanation of the cause, stopping if necessary.

"(b) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check a following train before a flagman can get off, a lighted red fusee must be thrown on the track at intervals to insure the safety of the leading train.

"(c) When a flagman is sent out with

specific instructions affecting the rights of trains, such instructions must be in writing.

"(d) When a flagman is sent to a station on a train, he will ride on the engine and engineman must stop and let him off at the first switch."

The commission orders the roads to print, distribute and enforce the rule, and to instruct all men in charge of trains; to have flagmen examined every six months on this and other rules. The examining officer must give the man a certificate and keep a record of all examinations. Every flagman must have served an apprenticeship as a flagman 30 days, and must have made at least two trips as learner over the line on which he is to serve. — *Railway Age-Gazette*.

One of the Oldest Locomotives.

CARILLON, P. Q., March 3, 1913.

EDITOR JOURNAL: Please find inclosed postcard photo of what is claimed to be one of the oldest locomotives in America, and run by me the last four years on the Carillon & Grenville Railway. It has been in commission for over 48 years, and is of the Birkenhead type with inclined cylinders, a diamond stack and a wood burner. I would like to see a cut of her in the JOURNAL. Kindest regards,

W. J. HIGGINS, Div. 689.



Railroad Gleanings

British Railway Accidents in 1912.

The accident report of the British Board of Trade shows that in the calendar year 1912, the casualties due to train accidents amounted to 867, namely, 20 passengers and 6 employees killed, and 683 passengers, 154 employees and 4 other persons injured. The number of passengers killed is 6 larger than in the preceding year. Accidents of other kinds bring the total number of persons killed, in connection with the movement of trains, up to 1,011, and of injured to 8,700. Adding casualties in which the movement of cars or engines were not concerned, we have a total of 1,118 persons killed and 32,620 injured. — *Railway Age-Gazette*.

Train and Other Accidents.

PHILADELPHIA, June 16, 1913.

Records now compiled show that if there had not been a single train wreck on the Pennsylvania Railroad in 1912, nevertheless 23 passengers—falling off trains, walked in front of trains at stations, and getting on and off moving trains—would have been killed.

The fact is that 837,121 trains were run for an aggregate distance of 40,000,000 miles, carrying all told 100,000,000 people—more than the population of the United States—and two trains suffered wrecks causing loss of life.

Twelve passengers were killed by falling from moving trains, three were killed while attempting to board moving trains, and eight were struck by trains while at stations. Accidents to "passengers," as officially designated by the Interstate Commerce Commission, thus include deaths of many people who are not on board trains.

Of the passengers injured in 1912, 321 were hurt getting on and off trains. Two hundred and fifty-five "passengers" were hurt in falling while on railroad property other than trains. All of these cases are officially recorded as "railway accidents." Due to train accidents, there were 212 passengers injured, of which number 155 were injured in the two wrecks mentioned.

Nearly 500,000,000 passengers—one-third of the population of the globe—have been carried by the Pennsylvania Railroad in the past five years, and 16 of them lost their lives in accidents to trains, nine having been killed in one accident. In five years, only five trains out of over 4,000,000 operated suffered wrecks which caused the death of any of the passengers carried on them. The record of the Pennsylvania Railroad Lines East of Pittsburgh for passengers killed in train accidents in the past five years is as follows:

Year	Passengers Carried	Train Accidents in which Passengers were Killed	Passengers Killed in Train Accidents
1908	88,328,604	0	0
1909	92,391,356	1	1
1910	100,844,477	0	0
1911	97,978,886	2	11
1912	101,755,061	2	4
	481,298,337	5	16

The management of the company regards every accident of any kind on the property of the Pennsylvania Railroad as one too many. The number of accidents is too large; it must be cut down. To that end efforts are being directed more definitely and systematically than ever before. — *Pennsylvania Information Bureau*.

United States Civil Service Commission.

WASHINGTON, D. C., June 12, 1913.

EDITOR JOURNAL: The Commission incloses herewith copies of announcements of examinations to be held for filling positions in the Interstate Commerce Commission under the act providing for the valuation of the property of carriers. The examinations to be held are as follows:

Examination	Salary
Senior Structural Draftsman.....	\$1800 to \$1000
Senior Mechanical Engineer.....	1800 to 4800
Senior Railway Signal Engineer.....	1800 to 4800
Senior Electrical Engineer.....	1800 to 4800
Senior Inspector of Car Equipment..	1800 to 3600
Senior Civil Engineer.....	1800 to 4800
Senior Inspector of Motive Power....	1800 to 3600
Senior Architect.....	1800 to 4800
Architect.....	1080 to 1500
Inspector of Motive Power.....	1200 to 1500
Civil Engineer.....	720 to 1500
Inspector of Car Equipment.....	1200 to 1500
Electrical Engineer.....	1080 to 1500
Railway Signal Engineer.....	1080 to 1500
Mechanical Engineer.....	1080 to 1500
Structural Engineer.....	1080 to 1500

Necessary expenses when absent from headquarters in the discharge of official duties will be allowed.

It will be noted that positions for which the salaries are \$1,800 or more do not require the applicants to assemble at any place for examination.

While the Commission has no appropriation out of which to pay for advertising, the announcements are sent you in the belief that they are of sufficient interest to your readers to justify you in publishing them as items of news.

By direction of the Commission.

Very respectfully,

JOHN A. MCILHENNY,

Acting President.

There was some complaint made because we published notices of this character, and we publish this official notice not to induce anyone to apply for examination but to show that these are really published by request, and we feel that it may be to the advantage of some of our members. The examination dates are July 21-23, 1913. —EDITOR.

Raised Wages 10 Per Cent.

The Canadian Pacific has raised its shopmen's pay 10 per cent; this is the result of negotiations which have been in progress at Montreal for sometime past between delegates of the federated shop trades and the officers of the railway. All the employees of the mechanical and car departments on the company's eastern lines, some 9,500 in number, will benefit by the increase. Time and a half will be allowed for overtime and for work on legal holidays. The men affected by the changes, which went into effect June 2, and will continue for one year, are machinists, boilermakers, blacksmiths, brass workers, buffers, sheet metal workers, steamfitters, plumbers, general car builders and carmen, employed in the district between Port Arthur and St. John. —*Railway Age-Gazette*.

Where Railroad Earnings Go.

The enemies of railroad interests try to make people believe that railroad

earnings are swallowed up by grasping stockholders who use very little of the money for the benefit of the American people. That idea is far from being true. In fact, most of the railroad revenues are devoted to paying the wages of the employees, and of course through that channel reach those who produce the necessities of life. As an illustration, the Pennsylvania Railroad system last year paid \$188,749,312 in wages and \$108,209,372 as payment to capital.

These reliable figures prove that labor receives the greater share of the revenues and therefore has the biggest stake in the prosperity of railroads. The Pennsylvania Railroad Company can be fairly taken as representing all the railroads in the country, with the difference that its proportion of remuneration to capital is greater than most of the other railroad companies. Capital works for wages the same as trainmen do, and when the pay is cut down, strikes follow and railroad companies have difficulty in securing the capital necessary for the operation. — *Railway and Locomotive Engineering*.

The Telephone in Train Movements.

The use of the telephone in railroad service increases so rapidly that its extent can be realized only by frequently looking back. Our railroads neglected the advantages of long distance telephone facilities for a number of years, but they are rapidly catching up, and today—as New York City reports in use 500,000 telephones, or nearly as many as the aggregate number in the three cities of London, Paris and Berlin—the railroads of America can report nearly or quite 100,000 miles of long distance telephone circuits. (In the matter of ordinary short distance telephone communication the railroads have not been lacking in enterprise.) This estimated total is based on the statistical report of the Interstate Commerce Commission, and on the data given by Mr. Johnson, superintendent of telegraph of the Pennsylvania Railroad, in his paper which was read at a meeting in St. Louis. The Government's

total of road having telephone dispatching wires is 68,097 miles. On the basis of the partial statistics gathered by Mr. Johnson it will be safe to add to this mileage at least one-third to represent other circuits used for messages; and in the five months since the statistics were collected there has been such a considerable addition that the total is more likely to run above than below 100,000 miles of line. In addition to this there is an aggregate of 23,002 miles of road on which telephones are used for manual block signaling, an increase in 12 months of 6,458 miles. That the introduction of the telephone has greatly simplified train dispatching is now a commonplace fact. Not so fully appreciated, perhaps, is the value of the portable telephone. Mr. Johnson estimates that telephones carried on work trains increase the efficiency of such trains no less than 40 per cent; and his track-repair foremen, of whom 138 have telephones, are estimated to be 45 per cent more efficient because of this aid. While these, no doubt, are rough estimates, they are highly suggestive, nevertheless. Among other interesting facts Mr. Johnson reports 3,324 telephones in use in booths and in other places along the Pennsylvania Railroad outside of stations, towers and offices. The Western Electric Company, which reports new orders for telephone dispatching apparatus nearly every week, gives the names of eight railroads, on which 2,200 miles of telephone circuits are to be put up. One of these is an electric road, the order for which covers 30 miles; the others are the Chicago, Burlington & Quincy, 405 miles; Chicago & North Western, 105 miles, and a message circuit of 85 miles: Denver & Rio Grande; Lehigh & New England; Missouri, Kansas & Texas, 1,000 miles; New York Central, 70 miles, and Seaboard Air Line, 285 miles. The Denver & Rio Grande order includes 26 portable sets for use on trains.—*Railway Age-Gazette*.

Dining Car Service.

About one year ago the Pennsylvania Anti-Saloon League was having a round with the railroads of Pennsylvania rela-

tive to the question of selling liquor on dining cars. From time immemorial this had been done in open violation of the law, and nobody seemingly had called the practice in question.

Superintendent Carroll of the League opened negotiations with the railroads and insisted that the practice cease, since there was no law authorizing it. At first the railroads were defiant, but discovering finally that they had no law for their defense and that their stewards were subject to fine and imprisonment, the Pennsylvania road took the lead and ordered the sale of liquor discontinued on its diners. Other roads speedily took the same action, and within a few weeks the whole nasty business was eliminated.

At the time the railroads took this action, some of them boldly declared they would come before the next session of the Legislature and secure a license law for dining cars.

In compliance with this threat these corporations had a bill introduced early in the session. It was fathered by Hon. Eugene McAleer, of Philadelphia, who claims to be a Progressive, but who, on the liquor question is a standpatter of the standpatters. He made a hard fight for his dining car bill and had back of him the Pennsylvania Railroad and the brewers. His bill came up for final action in the House and was defeated by a vote of 74 in favor to 111 against.

Much credit for its defeat is due to a railroad engineer and a member of the House, who, in a brief speech showed the inconsistency of railroads refusing to their employees the right to drink, but coming before the Legislature and asking for a license to establish booze joints on wheels. Among others who swatted the proposal with brief speeches were T. B. H. Brownlee and C. F. Swift.

The decisive vote by which this proposition was defeated indicates that we are done with it for all time.—*New Republic*.

American Railroad Employees' and Investors' Association Discontinued.

At a meeting on April 15, the executive committee of the American Rail-

road Employees' and Investors' Association, having considered carefully all the conditions, the work accomplished and probable future needs and support by the membership, concluded that it is not desirable to continue the general work of the association. Accordingly further operations of the general organization and officers were ordered suspended as of June 1, 1913.

In taking this action the committee voiced its satisfaction with the work accomplished and the intention not to prejudice continuation of its branches locally where desired or further work along the lines of the movement in territories where deemed expedient. All application fees collected from employees since June 1, 1912, will be refunded.

In making this announcement the general officers of the association expressed to the members their sincere appreciation of the support and co-operation which has been rendered.

The association was organized in September, 1908, at a meeting in Chicago attended by the executive officers of the principal western railways and the chief officers of the railway brotherhoods for the purpose of promoting harmony between railways and their employees, and "to cultivate and maintain between its members such a spirit of mutual interest and such concern on the part of all of them for the welfare and prosperity of American railways as will best promote their successful and profitable operation for the benefit alike of their employees, investors and the public."

P. H. Morrissey, former Grand Chief of the Brotherhood of Railroad Trainmen, who has been president of the association since its organization, with office in Chicago, has been appointed assistant to Vice-President H. E. Byram, of the Chicago, Burlington & Quincy, with headquarters at Chicago. Mr. Morrissey was born September 11, 1862, at Bloomington, Ill., and was educated in the public schools of that city, graduating from high school in 1879. He began railway work in 1879 as call-boy in the locomotive department of the Chicago & Alton at Bloomington, and the following year entered the train service as a passenger

brakeman. Subsequently he was freight brakeman and freight conductor. He left active railway service in 1890 to assume the position of Vice Grand Master of the Brotherhood of Railroad Trainmen, which organization he had joined in February, 1885. He continued in that capacity until August 1, 1895, when he became Grand Master of the order, which office he retained until January 1, 1909.

While Grand Master of the Brotherhood of Railroad Trainmen in 1903, Mr. Morrissey attracted a great deal of favorable notice by his action in a controversy between the Wabash and its employees. Judge Adams of the United States Circuit Court had issued an injunction restraining the Brotherhood as an organization from ordering a strike, and when the men were planning to ignore the injunction Mr. Morrissey insisted on their respecting the order of the court while it remained in effect. The injunction was dissolved, but meanwhile an amicable settlement of the dispute was prominent advocates of the Erdman act. During the past four years Mr. Morrissey has served as arbitrator in a large number of wage controversies between railways and employees. In 1910, with Interstate Commerce Commissioner E. E. Clark, he arbitrated the demands of the conductors and trainmen on the New York Central & Hudson River, making an award which was later adopted by reached.

He has been a leading advocate of the plan of conducting labor negotiations by groups, and has always been insistent on the inviolability of labor agreements. He was also one of the other lines.

He also represented the enginemen in the arbitration proceedings begun in eastern territory in May, 1912, and arbitrated the demands of the enginemen, firemen, conductors and trainmen on the Coal & Coke Railway, under the Erdman act in 1911. He has served in numerous lesser wage arbitration proceedings, at times being the representative of the employees, and at other times acting as sole arbitrator for both parties. —*Railway Age-Gazette.*

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THE GARDNER  PRINTING CO.
CLEVELAND, OHIO

JULY 1913.

"Wave of Strikes," Says J. O. Fagan.

A clipping from the *Boston Post*, sent in by one of our labor leaders in New England, has the following headline accompanied by J. O. Fagan's picture: "Some Unwise Labor Organizers Responsible for Wave of Strikes," says J. O. Fagan, author and railroad expert.

In introducing the subject, the *Post* says:

"It was to ascertain one expert's explanation of the causes of this growing trouble in the labor world, that a Sunday *Post* man interviewed Mr. Fagan at his pleasant home in Clematis Brook, near Waltham.

Mr. Fagan, who has been a railroad signal man for more than 30 years, became famous when his story entitled 'The Confessions of a Railroad Signalman' appeared in the *Atlantic Monthly*."

A lot of stuff full of misrepresentations, written to sell to the *Atlantic Monthly* and to please the Manufacturers' Association and railroad officials who were subject to being called upon to correct

some of the evil conditions which would never be cured were there no unions.

The *Post* says Fagan is an author, and an author ought to be able to present a good case, so we will let him prove how expert he is in condemnation of union leaders and, incidentally, the unions.

"I am not unfriendly to the labor unions, but it seems clear to me that the labor organizers are chiefly at fault for the present climax in the labor situation in this State.

"Some of these men are trouble organizers. It is their business to stir up trouble, and they are making a great success of it. They would be out of a job in a little while unless they kept the laboring men thinking they ought to have more pay, that other conditions in the labor world are not right, and then went ahead and got more pay for their clients."

That, in the mind of the unbiased reader, would seem to be very much to the credit of the leader chosen by the organization. Fagan acknowledges he delivers the goods to those he represents, though he tries to make it appear that the leader has all the brains and the members of the Order are his deluded tools. Otherwise, he is much exercised over the trouble the leader makes to the ones he is trying to please by condemning the leaders as trouble breeders; but here is some more of his queer logic, or lack of logical conclusions. He says:

"The labor unions are very powerful, and the rank and file of these organizations naturally want more pay, if they can get it. In order to get the increased pay for the men the well paid leader must first start trouble by making the men discontented."

How does it happen that the rank and file want more pay, if it is necessary for the leaders to make them discontented?

If Fagan really knew his subject he would know that the leader must do what the rank and file wants him to do or another will be made leader; but Fagan says:

"In many cases they succeed in getting more pay for men without any actual strike. The men ask no questions when informed they have received an increase. They do not stop to consider whether the company can afford the raise or not. When the leaders call for another increase and get it, the rank and file of the unions are delighted and again ask no questions.

"In this way the labor leaders keep the trouble going indefinitely. . . . For to be successful the labor leaders have to keep trouble brewing all the time, and they really become dictators.

"But why do not the unionmen call off their leaders when they go too far and make unreasonable demands?" Mr. Fagan was asked."

Because, says Fagan:

"The men know they must have leaders to accomplish anything, and if they turn down one set of leaders, they must have another set at once. Without leadership they would not get anything. Without their organization they would have to accept any reductions or hardships their employers might impose on them."

That is a truth evidently Fagan did not intend to tell. Without the organization and the leaders, the men would not only get nothing but would have to accept what the employer might fix, right or wrong. So Fagan has his mind entirely upon the trouble organized labor gives to the ones he is trying to please—the employer. As an evidence that this is what hurts him, or he thinks hurts the employing class, he complains of the attacks of the Interstate Commerce Commission on the railroads, and the lawyers' attack on the capitalist.

Fagan tells where he gets his opinions and trend of thought as an expert labor writer:

"In my opinion," continued Mr. Fagan, "the attitude of capital toward labor was never more satisfactory in Massachusetts. I have talked with many capitalists, and they seem not only willing but glad to do all they can for the good of their men.

"They appear ready to improve conditions in their mills and shops not because they are obliged to do so, in many instances, but because they want to. I believe the manufacturers in this State have the interests of their employees at heart. . . ."

We know there are very many good employers—fair men who would do right by the employee—but there are also bad ones, trouble breeders, if you please, who will do nothing they are not compelled to do; and if they are not compelled to do right the good employer, who is in competition with him, cannot do business and be good to the employee.

Fagan does not talk to men who labor

enough to know that there is a union of track men, and after expressing sympathy for them because of low wages, says the reason of their low wages is "because they are not powerful enough to have a union."

In his following statement he discredits his whole argument when he says:

"I believe certain strikes are perfectly justifiable. In the more than 30 years that I have been a signal towerman I have seen my pay increase from \$18 to almost \$20 a week. I have seen the hours reduced from 12 to 8 a day, and have also been relieved of some of the work, such as lighting signal lamps and cleaning and filling them. I have been relieved of all duties that would take me out of the tower during working hours."

He believes certain strikes are justifiable. So do the trouble-making labor leaders, but not if they can be avoided.

But why does he not tell the whole truth about his own experience and the benefits he enumerates—that there is an organization of tower signal men, and that the benefits he enumerates came to him through the efforts of others banded together so they might have the strength to present their grievances, and that he is tickled nearly to death to think that he got all the benefits without costing him a cent or an hour of time?

Members of organized labor should pay little heed to such statements as are made by men of the Fagan stripe, who do not write from principle, but for money; and it is quite strange that he should find a buyer for such one-sided misrepresentation of a subject that is world-wide in its scope, and ought to be treated fairly by friend or foe.

Railway Employees' and Investors' Association Disband.

The Railway Employees' and Investors' Association was formed four years ago for the purpose of exercising an influence to change public sentiment into more liberal lines, so that the railroads might keep up with the public demands upon them, and be in better condition to meet our demands for better pay and better conditions. The heads of our railroad organizations thought it would be a

good thing and commended the movement. The railroads, of course, were to pay the expense, as they were to get the direct benefit if it succeeded, and the railroad workmen the indirect benefit by helping put the roads in position to meet their just demands for better things.

Bro. P. H. Morrissey, the then head of the Order of Railway Trainmen, was chosen to head the movement, selected, evidently, because of his assumed good-fellowship among all the Orders, a good speaker and of pleasing address; but the Association did not succeed for various reasons.

The one uppermost seemed to be the thought that the new Order was to be used against the Orders in train service—a thing easy to assert and easy for many already prejudiced to believe—a judgment on hearsay, neither sound nor fair; but they were too widely scattered to be reached and convinced, hence, the usefulness of the Association for which it was organized was dwarfed into real failure in its purpose and ends its existence July 1.

In the interim of the five years Brother Morrissey has been at its head he has had opportunity to show his ability in many directions.

He had been chosen as mediator, and as arbitrator, for men in train service because the leaders had faith in both his ability and his honesty.

He was chosen arbitrator in our Eastern movement before the Arbitration Commission—a task exceedingly difficult—the railroads having the best talent obtainable without regard to cost on their side, and a president of the Arbitration Commission, Van Hise, as prejudiced as the railroads themselves; and for all that, much was gained in that controversy if it was carried out to the letter of the award. The award, however, was not what Brother Morrissey had hoped to get for us, and he felt it very keenly for two main reasons: No man likes even partial defeat in what he tries to attain, and his five years of experience at the head of the Employees' and Investors' Association had taught him that there would be many who had hoped for more, would misjudge his efforts; and

now, with the dissolution of the association, Brother Morrissey has received the appointment as assistant to Vice-President H. E. Byram, of the C. B. & Q. Railway, which to our mind is a recognition of intellectual merit coupled with long railroad experience.

It is as reasonable to suppose he was chosen because of his ability as it is to suppose he was chosen to be the head of the Railway Trainmen for the same reason.

The editor has had eighteen years of personal acquaintance with him and believes him to be a broad-minded, intellectual man, who will be found representing the square deal wherever, or for whom he serves, and we wish him abundant success in his new field.

Our Shandy.

Our poet, Shandy Maguire, has been very ill for a number of weeks in a hospital in his home city, and we feel sure our readers will be greatly pleased to learn that he is again at home with his family and well on the way to health and physical comfort necessary to enable him to put his thoughts into pleasing rhyme.

His poem in this issue bears evidence of his pleasure at being at home and in health, as it does his pleasure because of the encouragement given him during his banishment with the doctors and nurses.

May it be a long time before he again needs to be encouraged because of any physical ailments or has any impaired condition that may hinder his flow of thought in pleasing rhyme for the readers of the JOURNAL.

LINKS.

THE annual union meeting of the Canadian Brothers will be held in Montreal on August 5, 6, 7, and 8, 1913, and the Executive Committee extends hearty invitation to all members of the Order, their wives and their families, to come to their union meeting, to participate in the entertaining features and enjoy their hospitality; and all who have attended the Canadian union meetings know that a good time is in store for whoever con-

cludes to go to Montreal, and other features arranged for the visitors.

We have given a glimpse of Montreal in this issue and pictures of the members of the Committee so that our members may be somewhat familiar with Montreal and have in mind how the Brothers look who are going to do so much for their entertainment.

The Windsor Hotel, has been chosen as headquarters.

Tuesday, August 5, a. m., register at headquarters, Windsor Hotel, and get badge from committee in attendance.

At 1:30 p. m. there will be a car drive through the city.

At 8 p. m., public reception at Windsor Hall.

Wednesday, August 6, 9 a. m., secret meeting at Stanley Hall.

Wednesday, August 6, 2:30 p. m., secret meeting, B. of L. E., at Stanley Hall.

Secret meeting of the G. I. A., Victoria Hall, Westmont.

At 8:30 p. m., Grand Ball, 65th Armory.

Thursday, August 7, a. m., visiting public buildings and shopping.

Thursday, August 7, 1:30 p. m., trip to McDonald College, St. Anns, by rail, and return by way of the Lachine Rapids—a real treat.

Thursday, August 7, 8 p. m., open theaters.

Friday, August 8, picnic at Dominion Park, afternoon and evening.

At 10:30 p. m., those who desire may take train for Quebec from Place Vigor Station, arriving at Quebec on Saturday, August 9, viewing Quebec. Take a trip to St. Anne de Beaupre, a very interesting place, well worth the time. Returning by rail to Montreal evening of the 9th.

This program is subject to change, but will be to improve probably, as there are good opportunities for it. The August JOURNAL will repeat the program.

While the Committee is working hard to provide entertainment and side trips, they request that all who come conclude what transportation they want to cover every place they wish to visit by rail, and advise that such transportation must be applied for and obtained by each one for themselves by applying through the officials by whom they are employed, so they

may be in possession of transportation before leaving home.

This is absolutely necessary and everyone should comply with it and get such transportation as they desire to complete their trip from and to their starting point.

The Executive Committee is composed of the following:

Bro. James Biggs, Chr., 291 Magdalen St.; Bro. Wm. Spence, Chr. Committee of Arrangements; Bro. R. Pring, Sec. Executive Committee; Bro. Wm. Stevens, Chr. Transportation Committee; Bro. Geo. Lowe, Sec. Committee, 2641 Esplanade Ave., Montreal, P. Q.

Executive Committee, G. I. A.: Pres't, Mrs. H. Wheatley; Vice-Pres't, Mrs. Geo. Rutherford, Sec. and Treas., Mrs. Geo. Lowe.

BRO. J. D. AYERS, of Div. 163, Newport, Vt., has been appointed traveling engineer on the Connecticut and Passumpsic division of the Boston & Maine Railroad. His Brother engineers extend their hearty congratulations, and also further wish that this step may lead to higher steps to this Brother as he is worthy and capable of the position. Yours truly,

N. E. BEDOR, Chief Div. 163.

It is with great pleasure that we announce the appointment, effective June 1, 1913, of Bro. G. O. Hockett, member of Div. 621, to the position of master mechanic at Sterling, Colo., on the Sterling division of the C., B. & Q. Ry.

Brother Hockett has had 30 years' experience railroading, and for the past seven years has been road foreman of engines on the Wymore division.

Up until his appointment as road foreman he was one of our leading Brotherhood engineers and a faithful worker for the Order.

He was a charter member of Div. 621 and its first Secretary-Treasurer.

Brother Hockett goes to his new position with the sincere good wishes of Div. 621.

Fraternally,

O. E. WARD, Sec.-Treas.

It affords me great pleasure to be able to say that on June 1, 1913, Mr. Philip

Stohlberger, Jr., Past Chief Engineer of Div. 596, Atlantic City, N. J., was appointed to the position of road foreman of engines Atlantic City Railroad (Philadelphia & Reading), with offices in Camden, N. J.

This is a position that has been held by a man from some other part of the system and the members of our Division consider it a victory that Brother Stohlberger has the appointment and everyone will certainly help him make good on the job.

Fraternally,

WM. A. SAUMENIG, Sec.-Treas.

THE O. R. C. having honored Detroit, Mich., as the place of holding their 1913 convention, on the evening of May 16 the local Divisions—1, 812 and 831 tendered the delegates and visitors of the 34th meeting of the Grand Division of the O. R. C. a moonlight dancing party on the steamer "Britannia." The steamer left the dock at 8 p. m., going up the Detroit river as far as Lake St. Clair, made a landing at 10:30 and then down the river as far as Fighting Island and returned at midnight. About 2,500 attended and to many of the inland visitors the trip was quite a novelty.

C. M. N., S.-T. Div. 831.

As Chief Engineer Wurtsmith was about to call Detroit Div. 831 to order on the evening of May 21, Bro. F. C. Rowe, local chairman of Div. 1, stepped forward and in his genial way on behalf of his Division presented Div. 831 with a set of officers' badges. Brother Wurtsmith in his acceptance expressed the thanks and appreciation of the Division and said, "He hoped that the very friendly and cordial relations that existed between the two Divisions would not only continue but as the years rolled by would grow stronger and closer."

C. M. N., S.-T. Div. 831.

IN the writeup of the 50th anniversary of Div. 1 in the June JOURNAL, Brother Newell makes me say in my brief remarks that "I commenced running on the A. & G. N. when I was but 17 years of age."

What I did say was that some time in

1867, I, with other firemen on that road, was called in to a meeting of Div. 16, at Galion, O., to find out where we stood in case the engineers were called out, and that I felt proud of it, as I was but 17 years old.

I did not go to running until 1870 on the L. S. & M. S., and I hope you will correct it, as some of my friends might think I was trying to get a record not justified by my real experience.

Fraternally yours,

B. S. GILLET,

Formerly Member Div. 1, now Div. 812.

THE twenty-first annual convention of the Traveling Engineers' Association will be held at the Hotel Sherman, Chicago, Ill., commencing Tuesday, August 12, 1913, and continue four days. The subjects to be discussed are as follows:

"Uniform instruction to enginemen on the handling of superheat locomotives."—J. W. Hardy, Chairman.

"Credit due operating department for power utilization and train movement that reduces the consumption of fuel per ton mile."—M. J. Howley, Chairman.

"The care of locomotive brake equipment on line of road and at terminals; also methods of locating and reporting defects."—H. A. Flynn, Chairman.

"Advantages obtained with the brick arch in locomotives."—LeGrand Parish.

"What can we do to eliminate the black smoke evil on locomotives?"—J. H. Lewis.

"Scientific train loading; tonnage rating; the best methods to obtain maximum tonnage haul for the engine over the entire division, taking into consideration the grades at different points on the division."—S. O. Beyer, Jr.

Indications are that the twenty-first annual convention will be a record-breaker.

Yours very truly,

W. O. THOMPSON, Sec'y.

THE first meeting of the Employers' Liability Commission of Louisiana was held in New Orleans early in June. The call came from Walter J. Burke, who was made chairman of this important branch of the Louisiana legislative assembly. It was on the authority of Sen-

ator Burke's bill, known as Act 142 of 1912, that Governor Hall made his appointments.

Representative Martin H. Manion, of New Orleans, and Senator W. T. Christy, of Algiers, member Div. 531, B. of L. E., were made members of the commission, the last mentioned being appointed as the direct representative of the State's labor interests. Mr. Christy is a locomotive engineer and one of the national leaders of the Brotherhood. He is serving his first term in the legislative halls.

Representative Robert Roberts, Jr., of Minden, La., and Leon Locke, of Calcasieu parish, are the other two members of the commission.

In the opinion of some, Governor Hall has not lived strictly up to the spirit of the act in the appointment of his commission entirely from men who are members of the General Assembly. The governor, however, has expressed the opinion that inasmuch as the plan for a workmen's compensation act must at all events go before the Legislature for adoption, it is proper and advisable to select its creating power from among the legislating body.

Senator Burke was the father of the Employers' Liability Act. He introduced the measure at the 1912 session in order to solve the question of workmen's compensation, and to dispose of the demand for legislation to protect the workingman against the alleged wrongs of the fellow-servants and assumed risks jurisprudence.

It is the duty of the commission to find a happy medium by which to bring employer and servant together in a common support of legislation covering the question of liability for injury inflicted during the life of employment in mill, shop or railroad. The question of insurance of the servant against loss of life or limb is one of the principal features which Senator Burke wants to work out.—*New Orleans Daily States*.

TWENTIETH CENTURY DIV. 252, G. I. A., of Decatur, Ill., have once more demonstrated to us their ability to entertain. On May 29 they had a union meeting of their members from a few of the

surrounding Divisions of their Order, Sister Murdock their Grand President being the guest of honor.

Division 155 thought this an opportune time to try and get some of the Brothers together, so they asked permission of the ladies to co-operate with them and make it a joint union meeting. The permission being readily granted, Div. 155 got busy and sent out invitations to the Brothers to accompany their wives. The result was we had a rousing good meeting and a rousing good time.

The Sisters held their meeting, which was called to order at 1:30 p. m., in one hall and the Brothers' meeting was held in another called at the same time. Initiations were the order of the day in both organizations, together with talks for the good of the Order, and from the expressions made by visiting members of both Orders we feel that the work was done right up to the top notch, and the talks were enjoyed very much.

The Sisters had arranged a banquet, at which 200 took their seats at promptly 7 p. m. Bro. A. S. Mead, general chairman Wabash system, acted as Chaplain for the occasion, and after a few well-chosen words from him the Brothers and Sisters certainly did justice to the fine spread. Only those who have had the pleasure of attending a banquet given by Div. 252 can realize what it means. After all had satisfied the inner man, Sister Shilling, President of Div. 252, made a very interesting address of welcome and introduced Bro. W. H. Layton as toastmaster for the evening. Brother Layton, in his usual sincere and becoming manner, introduced Sister Murdock, who made a very interesting talk, and gave us some valuable information as to what the G. I. A. has accomplished, and what they yet intend to accomplish. Brother Layton introduced Bros. J. A. Culp, president of the Legislative Board, T. J. Condon, legal adviser for the Legislative Board, C. E. Long, S.-T. Legislative Board, A. S. Mead, general chairman Wabash system, and Mr. Albert R. Layman, safety appliance inspector for the State of Illinois, each making a very interesting talk along the lines in which they are engaged.

The Sisters had arranged a nice program. An orchestra had been engaged, which furnished some fine selections during the banquet hour; between selections Miss Daisy Wilkins, daughter of Brother and Sister E. J. Wilkins, rendered a few solos, accompanied by Miss Booth, daughter of Brother and Sister Chas. Booth. Also a few selections on the piano by Miss Booth. Miss Wilkins sang the Brotherhood song dedicated to the heroes of the rail, which took the house by storm. She was called back several times. The hit of the evening was the Dutch sketch by the Misses Reedy and Spaeth. Miss Reedy is the daughter of Brother and Sister W. J. Reedy, and Miss Spaeth is her running mate, and they sure make a team. Miss Reedy takes the part of the boy. They gave us "Was ist los mit Louie," and others, and I guess if the audience had had their way we would have been there yet.

For a one-day meeting it was certainly a success; every minute was used to good advantage from 1 p. m. until 11 p. m., and everybody went away happy and glad they were there.

It takes such things as these to weld our organizations together. If anyone had a grouch on that day and was at that meeting he surely got it out of his system before he left.

Each State should adopt this plan of union meetings to be held in different cities at intervals so that we can all become acquainted with each other and a spirit of good fellowship be brought about. It does not cost much and the results more than pay.

We are all certainly indebted to the Sisters of G. I. A. Div. 252, far we sir-tin-li had a foine toime.

J. W. KNOWLTON, S.-T. Div. 155.

SUNDAY, June 1, was the regular meeting for Div. 32, Aurora, Ill., and there were 50 members in attendance. While we were discussing Division business there was an alarm at the door about 4 p. m., which was answered by the Third Engineer, who informed us that the ladies of Div. 357, G. I. A., would like to have us take a few minutes' recess, as they

had something important to communicate to the Brothers of Div. 32.

A motion was made and the Division closed. The ladies were then admitted, and they gave us a very agreeable surprise when they marched in the Division room and gave us an exhibition of their drill, showing us how nicely their drill team could execute this drill. It was a graceful affair and brought great applause from the Brothers.

Our worthy Chief, Brother Johnson, was called on for a talk. He said that he would have to substitute Brother Kagay, who was more of a ladies' man and knew how and where to place the right sentiments of words that would make an impression on the ladies in regard to keeping their husbands lined up; also to the time and date their dues should be paid.

I can assure you he performed this task very creditably, and if every member would impress the thoughts of Brother Kagay on his mind we would have fewer expulsions in our dear and beloved Order.

He stated in his remarks the advantage it was to every member and his family to be prompt in payments of dues and the benefits that were conferred on both members and their wives in case of accident; also showing the amount of work the Grand Division had to contend with when members were lax in their methods of payment of dues.

Mrs. S. W. Gillespie, President of the G. I. A. Division, then gave us a very interesting talk, outlining the work for the past year and imparting the good news to us of the number of new members they had initiated.

We were then invited to the banquet hall, which was prettily decorated for the occasion. We were served a five-course dinner, with ice cream and cake for dessert.

I can assure you, Brothers, it was one of the grandest times Div. 32 ever had the pleasure of participating in, and great credit is due the ladies for bringing so many engineers together. There were 75 of us who sat down to that spread, and I can assure you we did justice to all the good things the ladies provided.

I am pleased to state that we are having great success in getting new mem-

bers for Div. 32, and we all feel proud that we can make such a statement. A few more socials like we had Sunday would be the means of doubling the membership, as it was a pleasure to sit and notice the radiant and smiling faces—something to be remembered. It is the smile of noble hearts that is going to raise the standard of noble deeds among us—speaking words of cheer to us men who perform hazardous tasks, lending a helping hand for the right stand for better things in the beautiful way they entertained us, giving us a smile and a tender word, which tends to lighten the burden of our hearts, and, far better, the soft words of these noble women soften the keen and smarting pains.

We were invited into the Division room after partaking of this sumptuous repast, and the ladies entertained us as follows: Reading, Miss Helen DeHart; solo, Miss Katherine Grady; piano selections, Miss Ethel Cooper, Miss Margaret Cooper, Mrs. Frank Jungles and Mrs. Wm. Gregory. Mr. Llewellyn Hadfield and Clarence and Alford Geick concluded the entertainment with a few selections on the piano and violin.

The ladies then passed around the cigars and we departed for home, feeling that we had one of the best times of our lives, living with the hopes that the ladies of Div. 357, G. I. A., will make it a point to be with us more often. It was worth the time and labor they expended to know and feel the amount of good feeling it created among all of us. We should give credit for the success of this entertainment to the following ladies who served on the banquet committee: Mrs. J. P. Jordan, Mrs. DeHart, Mrs. J. J. Gillespie, Mrs. R. P. Keys, Mrs. Chas. George, Mrs. Matt Cooper, Mrs. Jas. Baird and Mrs. Frank Jungles.

As this meeting was a grand success for pleasure and sociability, let us anticipate more of these good times in the future. **GEO. HADFIELD, Div. 32.**

At a regular meeting of Div. 212, Big Springs, Tex., the following resolutions were adopted, complimentary to our retiring superintendent, Mr. Whittington, as follows:

To the Officers and Members of Div. 212:

DEAR SIRs AND BROTHERS: We, the committee on resolutions, wish to submit the following resolutions, to-wit:

WHEREAS, Mr. A. G. Whittington has been our superintendent for the past two years, and who resigned to accept service with another company, we as committee of Div. 212, B. of L. E., deem it a fitting occasion to convey to him an expression of our esteem and appreciation, and to thank him for the courtesies and consideration he has at all times extended to us, and while we deeply regret our loss, we offer our congratulations to him, the I. & G. N. R. R. Co., and the engineers under his jurisdiction, and extend to him our best wishes for continued success in his new duties. We have always found him to be fair in his decisions and courteous to all, and hope to see greater advancement for him in the future. And be it therefore

Resolved, That, while we regret to lose him as our division superintendent, that we, as engineers of Div. 212, have always tried to do our duty, and believe our efforts have been appreciated by him. Be it further

Resolved, That a copy of these resolutions be sent to Mr. Whittington, one copy be sent to the Brothers at San Antonio, one copy to the JOURNAL, and one copy be placed on the minutes of Division 212.

A. P. Clayton, A. B. Deason, W. C. Bird, Committee.

L. F. McKAY, C. E.,

A. F. WEEG, Sec.-Treas.

THE B. of L. E. Divisions may be congratulated on the memorial services held in the Whitney Opera House in Chicago, Ill., Sunday, June 8, as being the most successful services of the kind ever held by the B. of L. E. In the past there has always been something lacking at our memorial services. Just what it was no one seemed to know, but that which was lacking has been found, and to your committee of arrangements must be given all the honor of the discovery. It was the G. I. A. ladies, without whose assistance the services of the 8th would have been commonplace; but with their

assistance it was a grand success, as anyone will vouch for who attended.

The Opera House, which seats 700, was very well filled; the stage was decorated with flowers and palms, behind which were seated the G. I. A. committee, consisting of Grand President, Mrs. W. Murdock, Mrs. J. Balz, Mrs. E. Hayward, Mrs. A. Cameron; the B. of L. E. committee, Bros. O. Baumer, F. Warne, and J. A. Ellis, and the speakers, Dr. R. A. White, Pastor People's Liberal Church, Rev. Father Dorney, St Gabriel Catholic Church, Bro. W. E. Futch, of the B. of L. E. Insurance Association.

The program was as follows:

Brother Futch gave a very interesting and brotherly address, explaining what a great blessing our Insurance had been to the widows and disabled members of the B. of L. E., saying that \$26,000,000 had been paid out in benefits since the inception of the B. of L. E. 50 years ago.

Father Dorney, with his kindly face beaming with enthusiasm, told us of how he had always honored the locomotive engineers as being the most honorable, intelligent and brave body of men in the labor world, and that he would always point to the B. of L. E. for other labor unions to pattern after.

"I do not measure success or achievement by monetary standards," said Father Dorney. "It doesn't require great genius to gather money. I regard money as a large bone—the biggest wolf gets it. I find the cleanest manhood and the greatest intellects in the Brotherhood of Locomotive Engineers."

The singing by Mr. C. Rohls was beautiful, and was received by the audience with rapt attention.

Sister Murdock in her address made a fervent appeal to the members of the G. I. A. and the B. of L. E. to put their shoulder to the wheel for the purpose of making our organizations grow stronger and better. She also gave some interesting information as to what the G. I. A. was doing for the widows and orphans.

Rev. Dr. White said that as a boy he had determined to be an engineer, but that youth proposes and age disposes—that some railroad had lost in not making a first-class engineer out of him, and had

let him go to make only an ordinary preacher. But right here is where the self-styled "ordinary preacher" stands for correction, for Dr. White is one of the brightest and best ministers of the gospel in America, and if he could have made as good an engineer as he has preacher I agree with his statement that some road did lose.

He drew a graphic picture of what wonderful things could be accomplished should this strong, brave, clean 72,000 members of the B. of L. E. throw their vast amount of intellect and muscle into the fight. Nothing, he said, would be beyond them; closing his address with a beautiful tribute to the organization who honored their dead by holding a memorial service.

The audience then sang, "God Be With You Till We Meet Again." Father Dorney pronounced the benediction, and the meeting was closed with music by the orchestra.
J. A. ELLIS.

SUNDAY, June 8, was our memorial day in Augusta, Ga., and Divisions 323 and 717 carried out the law as best they knew how. And I want to say we were complimented on having the best meeting ever held in the city of Augusta, by all who attended our service. All of the officials of the two roads were present, including the general managers.

Brothers, I have attended these services before, but never before have I ever seen as much good derived from a service of this kind.

One thing that I feel exceptionally proud of, and that was we had two passenger engineers on our division that saw each other every day and hadn't spoken for 11 years; I was chairman of the memorial committee, and as one of these Brothers was a very religious man I got him to render the closing prayer on our program; the other I made master of ceremonies, and I want to say it was great to see the making up of these two Brothers. They shook hands and said, "I have made up my mind to lay aside all these hard feelings, and by the help of God we will from this day treat each other as all Brotherhood men should."

We also had with us Bro. Hugh Mc-

Grade, from Div. 495, who made us one of the most interesting addresses over listened to, and the whole meeting was most gratifying to every sympathetic member who would honor the names of our Brothers who have passed on into another life.

Faternally yours,
J. B. BOWDEN, Div. 323.

DIVISION 276, Scranton, Pa., held memorial services for 54 departed Brothers on June 8, 1913.

A committee composed of Bros. Joseph Hobbs, J. L. McAndrus, W. H. Seeley, T. M. Cannon and J. B. Smith arranged for the services.

Brother Hobbs called the meeting to order at 3 p. m.

Members of Div. 82, G. I. A., were present, and wives and families of B. of L. E. members.

After prayer by Chaplain H. A. Tewksbury the audience joined with a quartet in singing "Nearer My God to Thee." Brother Hobbs read a list of our Brothers who had passed from this life, and little Margaret McAndrus, daughter of Bro. J. L. McAndrus, at the reading of each name placed a white carnation in memory of each Brother.

Of the 54 Brothers' names read 14 met death by accident.

After this service a quartet sang an anthem. The Chairman, Brother Hobbs, called on Rev. Father Alexis, who gave a good address; then there was a solo by Miss Morgan, daughter of Bro. W. B. Morgan. Hon. John R. Farr followed, and paid a fine tribute to the brave engineers and their brave wives.

Bro. M. E. Montgomery, A. G. C. E., now addressed the Division, giving us many very good thoughts and facts that will be of benefit to the Division.

All joined in singing "God Be With You Till We Meet Again," after which Father Alexis pronounced the benediction.

ONE WHO WAS THERE.

ON Sunday, June 8, the Brothers of Div. 439 and Sisters of G. I. A. Div. 367 held their annual memorial services as provided by our laws.

The services were well attended by both members and friends including sev-

eral veteran Brother engineers who had come many miles to honor their deceased Brothers.

The speaker of the occasion was Rev. H. H. Alger, son of Bro. Henry Alger, deceased member of Div. 439. Reverend Alger delivered a very able and appropriate address and was ably assisted by Reverend Tuller, who made a beautiful prayer and later some very fitting remarks.

The Boys' Quartet sang several good selections which were enjoyed by all; but what seemed to be the most touching of all was when the Sisters marched around the hall, followed by the veteran Brothers and senior members, and while passing in front of the platform, tenderly deposited a beautiful pink in a mound of earth as a tribute of devotion and respect to those who had passed away.

It is these things that touch the stoutest heart and vividly recall to mind the memories of the past.

The work of the committee is deserving of much praise. Fraternally,

F. J. OTTERSEN, Div. 439.

SPECIAL NOTICES

Sec. 89. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Wanted—To know the whereabouts of one R. S. Shrout. He lived in Argenta, Ark., about four or five years ago, formerly worked on the I. C. as fireman where he accidentally had the sight of one eye destroyed, and when last heard of was in New Orleans, La. Kindly address Mr. C. J. Humphreys, 318 Main street, Argenta, Ark.

Will Bro. R. E. Bonner, member of Div. 29, kindly correspond with Bro. E. J. Reilly, S.-T. Div. 29, 617 E. Evans avenue, Pueblo, Colo.

Wanted—To know the present address of one John W. Boyd, an engineer for years with the L. & N. R. R. In 1878 he was in Bowling Green, Ky., and since then has been in New Orleans, La. Kindly address his daughter, Mrs. C. C. Elder, care Bisonto Hotel, Hutchinson, Kans.

Will Bro. C. P. Christenson, member of Div. 251, kindly correspond with Bro. Geo. A. Norman, Ins. Soc. Div. 251, 444 South 4th street, Raton, N. Mex.

Will Bro. G. A. Taylor correspond with Bro. W. H. Hodge, S.-T. Div. 706, 327 North Lee street Fitzgerald, Ga.

Traveling card belonging to Bro. E. A. Rhodes, member of Div. 825, was lost in Winnipeg, Man.

tobe, Can. If found or presented for favors, kindly take up and return to Bro. P. F. Henze, S.-T. Div. 825, Kamsack, Sask., Can.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Detroit, Mich., June 4, Bro. Job Seagrove, member of Div. 1.

Detroit, Mich., May 20, heart failure, Bro. P. J. Keavey, member of Div. 1.

Los Angeles, Cal., May 8, tubercular meningitis, Bro. C. G. Flood, member of Div. 5.

Indianapolis, Ind., May 22, Bro. Frederick Kline, member of Div. 11.

Council Bluffs, Ia., May 29, appendicitis, Bro. C. H. Carr, member of Div. 17.

Terre Haute, Ind., May 29, Bro. John Gordon, member of Div. 25.

San Francisco, Cal., June 3, complication of diseases, Bro. John H. Landon, member of Div. 28.

Pueblo, Colo., May 24, typhoid fever, Bro. John McLeese, member of Div. 29.

Pacific, Mo., June 6, collision, Bro. John F. Reynolds, member of Div. 48.

St. Louis, Mo., May 27, collision, Bro. A. J. Ford, member of Div. 48.

St. Louis, Mo., May 27, collision, Bro. A. W. McDonald, member of Div. 48.

Ogden, Utah, May 16, general debility, Bro. Chas. W. Harrington, member of Div. 55.

Haverhill, Mass., May 30, cancer, Bro. J. E. Cato, member of Div. 61.

Barnesville, Minn., June 1, engine derailed, Bro. Frank French, member of Div. 69.

Crookston, Minn., May 31, suicide, Bro. Adolph B. Remshardt, member of Div. 69.

Grand Forks, N. D., May 20, cerebral hemorrhage, Bro. Edward Brislan, member of Div. 69.

Philadelphia, Pa., May 17, kidney trouble, Bro. Monroe Rausch, member of Div. 71.

Minneapolis, Minn., May 12, acute inflammatory rheumatism, Bro. Chas. A. Simpson, member of Div. 80.

North Platte, Neb., June 2, paralysis, Bro. W. O. Lewis, member of Div. 88.

Port Carbon, Pa., April 16, Bro. W. R. Copeland, member of Div. 90.

Toledo, O., June 7, pneumonia, Bro. John M. Haynes, member of Div. 124.

Clinton, Ia., May 26, cancer, Bro. J. W. Adams, member of Div. 125.

Jersey City, N. J., May 28, paralysis, Bro. Robert Higson, member of Div. 135.

Ogden, Utah, May 3, struck by bridge, Bro. Alfred Nelson, member of Div. 136.

Poughkeepsie, N. Y., May 24, paralysis, Bro. M. Rochford, member of Div. 145.

Oskaloosa, Ia., May 22, cerebral hemorrhage, Bro. John T. McElroy, member of Div. 146.

Cedar Rapids, Ia., May 27, struck by bridge, Bro. Wm. J. Walker, member of Div. 159.

Ravenna, O., May 17, struck by engine, Bro. Joseph E. Bowen, member of Div. 170.

Bellaire, O., May 26, heart trouble and pneumonia, Bro. M. V. Miller, member of Div. 170.

Omaha, Neb., June 1, paralysis, Bro. John J. Sullivan, member of Div. 183.

Omaha, Neb., May 16, pneumonia, Bro. Thos. G. Terry, member of Div. 183.

Macon, Ga., June 3, engine ran into burning trestle, Bro. O. D. Touchstone, member of Div. 210.

Huntington, Ind., May 18, derailment, Bro. J. R. Dickinson, member of Div. 221.

Baltimore, Md., May 21, chronic nephritis, Bro. S. B. Price, member of Div. 233.

E. Mauch Chunk, Pa., June 2, heart failure, Bro. Luther La Barre, member of Div. 257.

Scranton, Pa., May 23, diabetes, Bro. A. W. Chase, member of Div. 276.

Soldiers' National Home, Cal., April 29, paralysis, Bro. Albert Jennings, member of Div. 277.

Wilson, La., May 27, engine turned over, Bro. J. D. Roberts, member of Div. 281.

Pittsburgh, Pa., May 9, Bright's disease, Bro. John S. Smith, member of Div. 284.

Superior, Wis., May 11, Bright's disease and heart trouble, Bro. Marion T. Osborn, member of Div. 290.

Superior, Wis., Feb. 26, rheumatism of the heart, Bro. Hamlet Hampson, member of Div. 290.

Milwaukee, Wis., May 27, apoplexy, Bro. J. A. Rennefel, member of Div. 297.

Erie, Pa., May 23, suicide, Bro. J. G. Dennerle, member of Div. 298.

Saginaw, Mich., May 4, complication of diseases, Bro. John A. Requadt, member of Div. 304.

Georgetown, Tex., June 1, stomach trouble, Bro. James Daugherty, member of Div. 307.

Marlboro, Mass., May 13, hardening of the arteries, Bro. B. L. Pratt, member of Div. 312.

Cleveland, O., May 16, apoplexy, Bro. John Sell, member of Div. 318.

Batavia, N. Y., May 13, diabetes, Bro. Geo. H. Acker, member of Div. 328.

St Albans, Vt., June 3, heart failure, Bro. Levi Bouchard, member of Div. 320.

Opelika, Ala., May 31, anemia, Bro. W. E. De Lay, member of Div. 332.

Trenton, N. J., May 21, tuberculosis, Bro. Joseph P. Kirwan, member of Div. 373.

Sayre, Pa., May 28, wreck, Bro. James Faulds, member of Div. 380.

West Cape May, N. J., May 30, chronic nephritis, Bro. Jacob Smallwood, member of Div. 387.

Argentine, Kans., May 29, Bro. Wm. Mason, member of Div. 391.

Seattle, Wash., Jan. 10, collision, Bro. C. M. O'Daniels, member of Div. 399.

Seattle, Wash., Feb. 6, heart failure, Bro. W. E. Farmer, member of Div. 399.

West Chicago, Ill., May 12, leakage of the heart, Bro. Wm. Fish, member of Div. 404.

Peoria, Ill., May 29, Bro. Michael C. Carney, member of Div. 417.

Peoria, Ill., May 27, Bro. Augustus Zinger, member of Div. 417.

Brooklyn, N. Y., June 3, dropsy, Bro. Wm. H. Wright, member of Div. 419.

Brooklyn, N. Y., May 25, apoplexy, Bro. Al Stewart, member of Div. 419.

Walla Walla, Wash., May 10, stomach trouble, Bro. R. S. Alliston, member of Div. 443.

Albuquerque, N. M., June 1, asthma, Bro. John H. Fenner, member of Div. 446.

Corbin, Ky., May 16, appendicitis, Bro. Chas. A. Burnfin, member of Div. 463.

Kane, Pa., June 6, cancer, Bro. Harry E. Johnson, member of Div. 465.

Joliet, Ill., May 29, Bro. John P. O'Leary, member of Div. 478.

St. Louis, Mo., March 1, nephritis, Bro. Chas. J. Walker, member of Div. 487.

Dodge City, Kans., May 31, appendicitis, Bro. Calvin Ault, member of Div. 505.

Portsmouth, O., May 30, dropsy, Bro. A. J. Martin, member of Div. 511.

Rossville, Ill., May 27, run over by engine, Bro. R. S. Endicott, member of Div. 520.

Van Buren, Ark., May 1, suicide, Bro. John Phelps, member of Div. 524.

Cleveland, O., Jan. 9, liver trouble, Bro. J. C. Hardenburg, member of Div. 542.

Peru, Ind., May 4, cancer, Bro. Henry Naylor, member of Div. 548.

Mahoningtown, Pa., May 27, collision, Bro. James W. Wasson, member of Div. 566.

Marceline, Mo., May 17, Bro. C. W. Adams, member of Div. 568.

Heavener, Okla., March 4, kidney and heart trouble, Bro. F. E. Sirem, member of Div. 569.

McCook, Neb., Feb. 2, railroad accident, Bro. A. Monks, member of Div. 623.

Elkins, W. Va., May 18, engine turned over, Bro. Thos. H. Hubbard, member of Div. 610.

Chicago, Ill., May 29, heart disease, Bro. W. A. Hindes, member of Div. 645.

Bennetts, N. Y., May 26, collision, Bro. Geo. B. Cooper, member of Div. 656.

Los Angeles, Cal., May 14, derailment, Bro. J. B. Neale, member of Div. 662.

Atlanta, Ga., May 14, engine derailed, Bro. R. B. Brooks, member of Div. 684.

Elizabeth, N. J., May 24, struck by bridge, Bro. Henry Tomey, member of Div. 688.

Cordele, Ga., May 31, scalded, Bro. R. H. Brower, member of Div. 706.

Fitzgerald, Ga., May 16, typhoid fever, Bro. J. E. Garrity, member of Div. 706.

Muskogee, Okla., June 4, derailment, Bro. J. L. Hooper, member of Div. 711.

Carbondale, Pa., May 28, blood poison, Bro. John Tierney, member of Div. 722.

Cleveland, O., June 2, uremic poisoning, Bro. W. U. Jolley, member of Div. 745.

Zionsville, Ind., May 18, peritonitis and pneumonia, Mrs. Susie D. Davis, wife of Bro. E. W. Davis, S-T. Div. 492.

Reidsville, N. C., May 4, Mr. Jos. H. Fetzer, father of Bro. F. H. Fetzer, member of Div. 498.

Pittsburg, Kans., May 6, tuberculosis, Mr. James E. Brennan, son of Bro. John Brennan, member of Div. 527.

Freeport, Ill., June 6, acute gastritis and complications, Mrs. Thos. A. Kyle, wife of Bro. Thos. A. Kyle, member of Div. 27.

Altoona, Pa., May 27, Mrs. Sue G. Carney, wife of Bro. John C. Carney, member of Div. 730.

ADMITTED BY TRANSFER CARD

Into Division—

- 1—R. B. Button, from Div. 2.
- 5—N. Z. Wood, from Div. 197.
- L. E. Chappee, from Div. 183.
- 15—Robert C. Rose, from Div. 533.
- 23—J. L. Robertson, Chas. H. Rudolph, from Div. 587.
- 83—J. W. Donahue, N. V. Allebach, from Div. 507.
- 89—Chas. J. Peck, from Div. 227.
- 139—D. B. Thornburg, from Div. 198.
- 156—C. H. Renaker, from Div. 436.
- W. E. Yeatman, from Div. 438.
- 220—Dan Yount, O. F. Ross, from Div. 19.
- 222—Thos. J. Low, from Div. 224.
- 261—L. M. Hoover, from Div. 708.
- 282—G. V. Benninghoff, from Div. 314.
- 287—Wm. F. Kelly, from Div. 406.
- C. J. Breth, from Div. 325.
- 293—James Byers, from Div. 590.
- 300—A. Golding, from Div. 100.

- 301—L. A. Haynes, from Div. 401.
- 309—E. L. Gibbs, from Div. 604.
- T. W. Rose, from Div. 339.
- 320—Thos. G. Myles, from Div. 758.
- 398—F. R. McNeill, from Div. 462.
- J. H. Wunsch, from Div. 660.
- 457—Chas. F. Inman, from Div. 156.
- 459—J. K. Danner, from Div. 668.
- 475—R. P. McCord, from Div. 197.
- E. M. Young, from Div. 708.
- 478—W. L. Warner, from Div. 438.
- 488—Ed Conahan, from Div. 186.
- 489—Chas. J. Weidenbacker, from Div. 473.
- 520—Chas. L. Anderson, from Div. 384.
- R. G. Battley, from Div. 309.
- 525—J. H. Shafer, from Div. 499.
- T. A. Alexander, from Div. 567.
- 553—W. J. Clark, from Div. 446.
- E. W. Goodlander, from Div. 527.
- Guy C. Ellis, from Div. 77.
- 562—Joseph Davidson, from Div. 486.
- Grant Smith, from Div. 723.
- 583—L. W. P. Copeland, from Div. 818.
- 593—E. E. Welch, P. H. Scanlin, from Div. 552.
- 600—R. E. Lippett, from Div. 484.
- 615—J. F. Miller, from Div. 343.
- 659—Frank Bishop, from Div. 15.
- 660—D. Hotchkiss, from Div. 60.
- 680—A. W. Wallace, from Div. 307.
- W. L. Hilliard, from Div. 426.
- 689—M. G. Billings, from Div. 128.
- 692—D. C. Bailey, from Div. 161.
- 695—M. J. Milon, from Div. 290.
- 712—Thos. L. White, Wm. Weaver, from Div. 11.
- 715—A. Cole, James Miller, from Div. 188.
- Otto Johnson, L. Wolf, from Div. 716.
- 743—J. L. Dupree, from Div. 265.
- 765—A. K. Fleek, from Div. 481.
- 766—C. P. Galloway, C. D. Nilton, from Div. 660.
- 784—Chas. Hankins, from Div. 493.
- 785—N. G. Wilkerson, from Div. 448.
- 796—J. P. Brown, from Div. 576.
- 801—N. B. Edwards, from Div. 506.
- Geo. Freeman, from Div. 224.
- 803—E. F. Connolly, from Div. 309.
- 808—Guy R. Marcoe, from Div. 768.
- W. H. Davis, from Div. 266.
- 816—A. S. Holtby, from Div. 764.
- 817—Mark R. Lewis, from Div. 715.
- 823—V. W. Sharp, from Div. 330.
- E. C. Deaton, from Div. 781.
- 824—R. C. Shipley, from Div. 604.
- 825—John Church, from Div. 715.
- 827—W. N. Kelly, F. H. Streiblich, from Div. 637.
- D. P. Faust, from Div. 777.
- 828—John M. Gavan, D. J. McQuarrie, Geo. Downey, from Div. 793.
- S. A. Meleen, from Div. 727.
- A. J. Clayton, from Div. 395.
- 829—T. L. Donovan, from Div. 363.
- T. M. Jarvis, J. L. Waldrop, from Div. 547.
- 830—Wm. A. Hiler, from Div. 34.
- 833—W. B. Mendenhall, John Mills, H. A. Moore, John Olum, John Peterson, O. E. Baughn, Wm. Lester, J. W. Barclay, L. W. Carithers, G. E. Crane, W. W. Crosby, K. G. Chapman, I. O. Cooper, Burdette Cleary, N. O. Fastman, E. Flickinger, Wm. Fortney, J. R. Folmer, G. V. Hovey, C. W. Hoffman, W. V. Hawley, B. K. Ingersoll, James Kane, C. J. Kantzer, Wm. Keywood, F. C. Kendall, G. C. Linrothe, Ed Peterson, Jas. B. Reed, N. O. Roe, Samuel Roulston, Chris Sorenson, C. L. Sawyer, G. W. Tussinger, F. W. Thompson, J. A. Taylor, A. F. Teets, Chas. K. Ilstrom, A. H. Krogel, P. S. Guilli, Adolph Zeugner, from Div. 399.
- 834—E. W. Alexander, S. A. Brinson, J. E. Belcher, J. H. Busacker, J. K. Brown, O. C. Carroll, W. E. Cockran, C. F. Curtis, A. W. Davis, G. E. Davis, D. J. Dobbs, W. H. Donovan, R. Dundon, G. E. Elliott, F. E. Gunn, D. B. Hill, W. E. Harris, J. G. Henderson, C. P. Hollis, N. O. Hillier, T. J. Higgins, F. L. Maxfield, G. A. Miller, H. C. Merrett, W. J. McKenna, Grant Pillow, W. J. Padon, W. H. Reed, D. P. Ridgley, J. D. Reese, Harry Sweet, D. D. Stone, J. F. Saylor, Irvin Tinsley, D. J. Varnell, J. T. Vawter, Fred Wynne, W. W. Wheeler, R. J. Whitworth, James Wallace, from Div. 219.

WITHDRAWALS

From Division—

- 1—Frank P. Smith.
3—F. P. Wilson.
57—J. M. Hawkes.
126—D. J. Daze.
172—James Van Clief.
210—J. F. Clark.
253—Chas. Longstreth.
276—John J. Heavy.
313—J. H. Myers.
324—Geo. J. Walters.
330—E. E. Bishop.
332—A. H. Piehl.
Frank Cross.

From Division—

- 382—H. A. Bauld.
G. A. Allen.
R. M. Todd.
L. E. Woodard.
Chas. Westerling.
J. C. Uebliacker.
K. F. Piehl.
413—Clay Roberts.
447—T. P. Schuyler.
525—G. J. Zerwekh.
562—M. E. Hartry.
669—D. C. Leaming.
810—John H. Knoblock.

REINSTATEMENTS

Into Division—

- 5—G. C. Stokum.
6—H. U. Dodd.
18—H. J. Moran.
20—John F. Discher.
34—John M. Hughey.
71—E. Gleason, No. 1.
76—J. P. A. Cameron.
99—J. E. Sims.
167—John F. Dell.
245—Albert Van Camp.
250—E. L. Yordy.
262—F. A. Webert.
284—Jos. F. Waller.
289—H. A. Hammond.
299—C. H. Cummings.
309—H. M. Agin.
314—G. V. Benninghoff.
336—J. F. Brown.
362—L. C. Emfield.

Into Division—

- 362—H. M. Pfeiffer.
363—T. L. Donovan.
438—W. A. Curry.
448—G. C. Bailey.
463—H. J. Herren.
W. A. Cardin.
493—Chas. Hankins.
552—E. E. Walsh.
559—A. C. Thompson.
576—H. R. Jones.
583—Finley Sinclair.
682—A. J. Isenbaur.
683—F. S. Reid.
H. P. Dempsey.
697—F. Strieblch.
704—J. B. Ahern.
711—J. W. Hackler.
714—F. G. Joachim.
733—C. F. Wilson.

EXPELLED

FOR NON-PAYMENT OF DUES.

- 3—H. J. Palmatier.
11—C. A. Fogelman.
41—A. C. Hotchkiss.
49—P. J. Bellville.
58—E. J. Feeney.
101—M. F. McKeny.
283—Thos. Sloan.
318—G. C. Philbrick.
363—T. P. Lumsden.
388—Adrien Caisse.
448—G. C. Tyree.
562—J. Nelson.
619—Jas. McMinn.
657—J. J. Nealon.
660—W. R. Somes.
683—C. R. Jones.
706—L. Ross.
710—Fred H. Meyer.
729—B. F. Blakeslee.
Allen Boykin.
737—H. P. Mickleson.
Geo. Messenger.
739—Thos. German.
766—W. E. Collins.
783—Chas. Jenkins.
797—L. Paquette.

FOR OTHER CAUSES.

- 4—S. L. Poorman, non-payment of dues and forfeiting insurance.

- 8—R. M. Nugent, non-payment of dues and forfeiting insurance.

- 30—Wm. F. O'Brien, failing to take out insurance.
36—Wm. J. Bilne, Bradford Tobin, intoxication.
58—A. B. Pierce, non-payment of dues and forfeiting insurance.
81—G. A. Hamilton, violation of obligation.
86—A. P. Haynes, non-payment of dues and forfeiting insurance.
182—J. T. Brannon, J. E. Underwood, J. B. Barry, intoxicated while on duty.
186—Jas. Sims, G. H. Johnston, non-payment of dues and forfeiting insurance.
222—Joseph W. White, non-payment of dues and forfeiting insurance.
221—M. E. Hilbert, Jack Donald, non-payment of dues and not corresponding with Division.
238—Joseph Lauzon, forfeiting insurance.
237—Jacob Sipe, intoxication.
235—Ed Hoover, Nathaniel Sproule, non-payment of dues and forfeiting insurance.
319—R. J. Allen, John J. McKee, J. H. Lahey, A. Parent, violation of obligation.
360—Geo. J. LaRoche, non-payment of dues and forfeiting insurance.
401—G. V. Robinson, non-payment of dues and forfeiting insurance.
416—J. F. Cotter, non-payment of dues and forfeiting insurance.
432—V. C. Richards, violation of Sec. 52, Statutes.
437—E. E. White, intoxication and unbecoming conduct.
439—J. C. Walters, intoxication.
418—R. E. Winsted, non-payment of dues and forfeiting insurance.
621—Thos. Coyne, violation of Sec. 46, Statutes.
645—G. T. Beck, failing to take out insurance.
P. Richert, forfeiting insurance.
656—C. J. Ehrensberger, violation of obligation.
666—E. M. Moriarty, violation of Sec. 52, Statutes.
682—P. A. Lucas, forfeiting insurance.
690—R. L. King, intoxication and unbecoming conduct.
692—J. V. H. Dukey, non-payment of dues and forfeiting insurance.
717—J. D. Welch, intoxicated while on duty.
728—C. L. Webster, violation of obligation.
742—Frank Agard, forfeiting insurance.
769—A. Potts, intoxicated while on duty.
783—Jos. D. Woods, Jr., non-payment of dues and forfeiting insurance.
803—W. E. Smith, non-payment of dues and forfeiting insurance.
Expulsion of Bro. Frank H. Wright, member of Div. 124, which appeared in the May JOURNAL, was a mistake. Brother Wright sent his dues to the Sec. Treas. of Div. 124 in due time, but on account of the flood in Ohio they were not received until two weeks later. Brother Wright is in good standing in Div. 124. SEC. TREAS. Div. 124.
Expulsion of Bro. J. E. Burns from Div. 360, which appeared in the May JOURNAL, was an error. J. E. Burris was the member expelled.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

The B. of L. E. Journal.

CHANGE OF ADDRESS.

Name.....Division No.....

Box or Street and No.....

Postoffice.....State.....

OLD ADDRESS.

Postoffice.....State.....

Be Sure and Give Old Address and Division Number.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 769-772.

SERIES L.

OFFICE OF ASSOCIATION, ROOM 1136, B. OF L. E. BLDG.
CLEVELAND, OHIO, July 1, 1913.

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 100, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
690	Robt. Templeton.	39	380	July 24, 1904	June 26, 1911	Blind right eye....	\$ 750	Self.
691	T. D. French.....	43	261	July 21, 1903	Apr. 27, 1912	Blind left eye.....	750	Self.
692	A. C. Snyder.....	66	403	Apr. 21, 1880	May 6, 1912	Blind right eye.....	3000	Self.
693	J. B. Wingfield....	60	317	Feb. 22, 1898	May 11, 1912	Blind left eye.....	750	Self.
694	Albert Jennings....	80	277	Sept. 11, 1886	Apr. 29, 1913	Cerebral hemorrhage	3000	Orville O. Jennings, s
695	H. Naylor.....	52	548	Sept. 21, 1897	May 4, 1913	Cancer.....	3000	Ida M. Naylor, w
696	Winfield Flood.....	58	277	Sept. 30, 1891	May 5, 1913	Paralysis.....	3000	Ella Hays, w.
697	Chas. G. Flood.....	31	5	Dec. 7, 1909	May 8, 1913	Meningitis.....	1500	Maud Hays, w.
698	Robt. S. Alliston....	30	443	Aug. 4, 1911	May 10, 1913	Hemorrhage.....	1500	Retta M. Alliston, w.
699	Elmer B. Jennings	26	228	Nov. 2, 1912	May 13, 1913	Killed.....	1500	Dorothy Jennings, d.
700	Wm. Fish.....	47	404	Nov. 10, 1898	May 13, 1913	Dilatation of heart	1500	Nora Fish, w.
701	Jas. B. Neale.....	46	662	Oct. 26, 1898	May 14, 1913	Killed.....	3000	Jessie H. Neale, w.
702	R. B. Brooks.....	23	681	May 11, 1913	May 14, 1913	Killed.....	1500	Eugenia Brooks, m.
703	John E. Garrity....	47	706	Dec. 18, 1909	May 15, 1913	Pneumonia.....	1500	Wife and son.
704	Albert Seaton.....	41	227	Nov. 24, 1906	May 15, 1913	Heart disease.....	1500	Jennie Seaton, w.
705	Jos. E. Bowen.....	49	170	Apr. 16, 1904	May 16, 1913	Killed.....	1500	Kate E. Bowen, w.
706	Chas. A. Burnfin....	31	463	Dec. 17, 1910	May 16, 1913	Appendicitis.....	1500	Mary Burnfin, m.
707	C. W. Harrington....	75	55	Nov. 18, 1889	May 16, 1913	Paralysis.....	1500	Mary E. Harrington, d.
708	C. W. Adams.....	40	568	Dec. 16, 1906	May 17, 1913	Parietic exhaustion	1500	Father and sisters.
709	Monroe Rausch.....	61	71	Mar. 22, 1895	May 17, 1913	Heart disease.....	1500	Minnie M. Rausch, w
710	G. H. Goddard, Jr..	57	555	Apr. 7, 1897	May 18, 1913	Heart disease.....	750	Cap't C. Goddard, w
711	J. R. Dickinson....	54	221	May 19, 1891	May 18, 1913	Killed.....	3000	Effe M. Dickinson, w
712	Jas. Fogarty.....	47	148	Oct. 2, 1890	May 19, 1913	Pneumonia.....	1500	Jennie Fogarty, w.
713	John McElroy.....	46	146	June 19, 1906	May 20, 1913	Cerebral hemorrhage	1500	Addie M. McElroy, w
714	Michael Rochford..	50	145	Apr. 26, 1903	May 20, 1913	Bright's disease...	1500	Mary A. Rochford, w
715	Ed Brislan.....	63	69	June 27, 1898	May 20, 1913	Cerebral hemorrhage	1500	Catherine Brislan, w
716	P. J. Keavey.....	62	1	Aug. 5, 1900	May 20, 1913	Enteritis.....	1500	Margaret Keavey, w
717	Frank Sammons....	29	233	Apr. 1, 1907	May 20, 1913	Left foot amput'd	8000	Self.
718	S. B. Price.....	70	233	Oct. 30, 1887	May 21, 1913	Nephritis.....	3000	Sarah B. Price, w.
719	J. P. Kirwan.....	36	373	Apr. 23, 1911	May 21, 1913	Tuberculosis.....	3000	Sisters.
720	Frederick Kline....	82	1	Feb. 14, 1881	May 23, 1913	General debility....	3000	Wife and children.
721	John MacLeas.....	47	309	June 26, 1899	May 24, 1913	Typhoid fever.....	1500	Mary MacLeas, m.
722	Henry Tomey.....	45	688	Nov. 19, 1905	May 24, 1913	Killed.....	3000	Jennie A. Tomey, w.
723	Albert Stewart....	46	419	June 25, 1904	May 24, 1913	Cardiac dilatation.	750	Augusta Stewart, w.
724	W. C. Wheeler.....	49	628	Dec. 28, 1898	May 24, 1913	Nephritis.....	3000	Laura L. Wheeler, w
725	L. F. Vanderburg..	38	672	Mar. 6, 1907	May 25, 1913	Meningitis.....	4500	Myrtie Vanderburg, w
726	M. V. Miller.....	78	170	Apr. 27, 1887	May 26, 1913	Pneumonia.....	3000	Emma B. Miller, w.
727	J. D. Roberts.....	33	281	Sept. 17, 1904	May 27, 1913	Killed.....	3000	Della Roberts, w.
728	A. W. McDonald....	35	48	July 17, 1906	May 27, 1913	Killed.....	1500	Joseph McDonald, w
729	Jas. Benefiel.....	59	297	May 9, 1891	May 27, 1913	Cerebral hemorrhage	3000	Lucy J. Benefiel, w.

No. of Ass't	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
730	Jas. W. Wasson...	40	565	Aug. 13, 1902	May 27, 1913	Killed	\$1500	Martha A. Wasson, w.
731	August Zinger...	60	417	May 21, 1897	May 27, 1913	Carcinoma	1500	Mary J. Zinger, w.
732	W. J. Walker...	44	159	May 18, 1907	May 27, 1913	Killed	3000	Laura B. Walker, w.
733	R. S. Endicott...	40	520	July 1, 1905	May 27, 1913	Killed	1500	Tassa A. Endicott, w.
734	John Tierney...	59	722	June 29, 1888	May 28, 1913	Gangrene	1500	Mrs. John Tierney, w.
735	R. L. Gwaltney...	45	242	Apr. 5, 1898	May 28, 1913	Cerebral hemorrhage	3000	Lizzie Gwaltney, w.
736	John H. James...	57	211	Mar. 15, 1900	May 28, 1913	Nephritis	3000	Mary James, w.
737	Jas. Faulds...	49	380	Apr. 17, 1892	May 28, 1913	Killed	3000	Carrie B. Faulds, w.
738	Walter A. Hinds...	35	645	June 27, 1910	May 29, 1913	Myocarditis	1500	Mary D. Hinds, w.
739	Chas. H. Carr...	53	17	Oct. 22, 1903	May 29, 1913	Appendicitis	1500	Olive S. Carr, w.
740	M. C. Carney...	39	417	Mar. 26, 1911	May 29, 1913	Tuberculosis	1500	Wm. Carney, b.
741	John Gordon...	51	25	Mar. 13, 1910	May 29, 1913	Grippe	1500	Elvira Gordon, w.
742	J. S. Smallwood...	80	387	Jan. 8, 1885	May 29, 1913	Nephritis	3000	D. J. S. Eldredge, n.
743	Wm. Mason...	51	391	July 9, 1899	May 30, 1913	Nephritis	1500	Ella Mason, w.
744	A. J. Martin...	39	511	Sept. 19, 1909	May 30, 1913	Nephritis	3000	Attosia E. Martin, w.
745	J. P. O'Leary...	43	478	July 7, 1900	May 30, 1913	Pernicious anemia	1500	Anna M. O'Leary, w.
746	A. B. Remshardt...	33	69	Mar. 3, 1907	May 31, 1913	Gunshot wound	1500	Gert deRemshardt, m.
747	W. E. DeLay...	56	332	Feb. 7, 1890	May 31, 1913	Pernicious anemia	1500	Little R. DeLay, w.
748	Jas. Daugherty...	59	307	Sept. 8, 1883	June 1, 1913	Hemorrhage	4500	Anna Daugherty, w.
749	W. O. Lewis...	43	88	Oct. 21, 1903	June 1, 1913	Paralysis of throat	3000	Ada Lewis, w.
750	Frank French...	43	69	Apr. 20, 1903	June 1, 1913	Killed	3000	Christine French, w.
751	John J. Sullivan...	71	183	June 17, 1880	June 1, 1913	Paralysis	3000	Cath'ne B. Sullivan, w.
752	Wm. Jolly...	63	745	Nov. 7, 1880	June 2, 1913	Nephritis	3000	Mrs. Wm. Jolly, w.
753	O. D. Touchstone...	29	210	Oct. 8, 1911	June 2, 1913	Killed	3000	Jean'ie Touchstone, w.
754	Luther LaBarre...	65	257	Sept. 22, 1889	June 2, 1913	Heart failure	3000	Daughters.
755	Jas. W. Stewart...	56	403	Apr. 3, 1894	June 3, 1913	Bright's disease	1500	Elbe'na L. Stewart, w.
756	Joe L. Harper...	34	711	Dec. 23, 1908	June 4, 1913	Killed	3000	Anna Harper, w.
757	P. J. Crowe...	55	300	Dec. 24, 1885	June 5, 1913	General paresis	3000	Kate E. Crowe, w.
758	Chas. J. Christian...	54	244	Jan. 14, 1889	June 5, 1913	Right leg amput'd	3000	Self.
759	Job Seagrove...	51	1	Apr. 20, 1887	June 5, 1913	General disability	1500	Sarah Seagrove, w.
760	John F. Reynolds...	63	48	May 4, 1890	June 6, 1913	Killed	1500	Maggie Reynolds, w.
761	R. C. Blalock...	27	435	Apr. 13, 1913	June 6, 1913	Killed	1500	Annie Blalock, w.
762	W. D. C. Richards...	70	387	June 9, 1886	June 7, 1913	Cerebral hemorrhage	3000	Mrs. Wm. Richards, w.
763	John M. Haynes...	51	124	Sept. 2, 1900	June 7, 1913	Fibroid phthisis	3000	Laura Haynes, w.
764	A. F. Gillespie...	35	448	Sept. 27, 1903	June 8, 1913	Killed	4500	Luella Gillespie, w.
765	F. R. Smith...	47	335	Feb. 1, 1894	June 8, 1913	Pneumonia	1500	Addie J. Smith, w.
766	J. W. Corn...	53	177	June 17, 1887	June 9, 1913	Apoplexy	3000	Mary C. Corn, w.
767	John Ward...	66	96	Apr. 17, 1894	June 12, 1913	Apoplexy	4500	Mary A. Ward, w.
768	G. W. Liggett...	56	257	Jan. 24, 1887	June 12, 1913	Nephritis	1500	Kate W. Liggett, w.
769	W. N. Hays...	63	602	Nov. 14, 1896	June 13, 1913	Nephritis	3000	Daughters.
770	S. B. Corey...	53	116	Mar. 27, 1892	June 14, 1913	Killed	3600	Hattie Corey.
771	Chas. B. Sears...	48	312	Mar. 24, 1901	June 14, 1913	Heart trouble	750	Joséphine L. Sears, w.
772	C. G. Huenerfager...	49	248	Apr. 6, 1902	June 18, 1913	Killed	3000	Children.

Total number of claims, 83. Total amount of claims, \$184,500.00.

Financial Statement.

CLEVELAND, O., June 1, 1913.

MORTUARY FUND FOR MAY.

Balance on hand.....	\$262,146 93
Paid in settlement of claims.....	177,672 50
Surplus.....	\$ 84,474 43
Received by assessments 549.	
552 and back assessments.....	\$152,789 72
Received from members carried	
by the Association.....	1,245 69
Interest for May, 1913.....	631 06
	\$154,666 47

Balance in bank May 31, 1913..... \$239,140 90

SPECIAL MORTUARY FUND.

Balance on hand.....	\$136,874 22
Received for May, 1913.....	17,500 88

Balance in bank May 31, 1913..... \$154,375 10

EXPENSE FUND FOR MAY.

Balance on hand.....	\$50,824 18
Received from fees.....	447 26
Received from 2 per cent.....	3,472 50

Balance..... 54,743 91
Expenses during month of May, 1913., 2,783 90

Balance in bank May 31, 1913..... \$51,960 04

Statement of Membership.

FOR MAY, 1913.

Classified rep- resents:	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total member- ship April						
30, 1913.....	1,895	42,194	144	18,897	10	3,950
Applications and rein- statements received dur- ing the m'th						
	312		122		48	

Totals....	1,895	42,506	144	19,019	10	3,998
From which deduct poli- cies termin- ated by death, acci- dent, or oth- erwise.....	19	137	2	50		7

Total member- ship May						
31, 1913.....	1,876	42,369	142	18,969	10	3,991
Grand total.....						67,357

WEEKLY INDEMNITY CLAIMS PAID JUNE 1, 1913.

Cl'im	Div.	Name	Amount Paid	Cl'im	Div.	Name	Amount Paid
414	743	C. E. Ergenbright....	\$248 57	466	708	G. F. Stilwell.....	\$77 14
415	609	Wm. Martin.....	8 57	467	177	C. J. Adams.....	28 57
416	156	E. N. Parnell.....	40 00	468	351	Jos. M. Manning.....	47 14
417	806	Hugh Ross.....	20 00	469	391	J. H. Freleigh.....	137 14
418	538	Wm. Rawlings.....	100 00	470	372	B. W. Willett.....	40 00
419	218	Edw Kaadt.....	105 71	471	200	S. A. McCormac.....	19 29
420	177	N. Sayre.....	25 71	472	200	R. E. Strayer.....	66 43
421	294	H. C. R. Sieber.....	83 57	473	726	R. W. Lawrence.....	62 86
422	363	Frank Connors.....	140 00	474	361	J. R. Nugent.....	25 71
423	559	George Anderson.....	240 00	475	96	M. C. Wicker.....	71 43
424	238	J. D. Smyth.....	19 29	476	96	N. Gorman.....	91 43
425	8	Jas. Hill.....	171 43	477	427	S. Hinds.....	51 43
426	10	Hugh Hanley.....	520 00	478	219	F. E. Gunn.....	40 00
427	495	Carter Jones.....	65 71	479	495	L. B. Goins.....	11 43
428	606	J. D. Moroney.....	12 86	480	460	W. S. Kirkwood.....	169 29
*429	766	J. P. Matthews. Adv.	600 00	481	770	J. E. Richardson.....	169 29
430	548	G. G. Horn.....	19 29	482	210	Lewis Jackson.....	71 43
*431	569	L. Scarborough. Adv.	250 00	483	93	S. L. Atherton.....	62 86
432	192	F. Hobein.....	54 29	484	252	E. B. Reilly.....	100 00
433	333	D. H. Hall.....	40 00	485	632	G. E. Turbeville.....	28 57
434	78	W. L. Bowles.....	54 29	486	499	R. L. La Hyer.....	17 14
435	177	G. W. Feldler.....	102 86	487	147	L. B. Hollister.....	68 57
*436	288	D. F. Washburn. Adv.	40 00	488	788	B. N. Gordon.....	60 00
437	327	Jas. H. Quigley.....	8 57	489	593	Marshall Baskin.....	45 71
438	414	F. W. Dezonis.....	22 86	490	72	Daniel Hartman.....	52 86
439	473	R. J. Crutchfield.....	20 00	491	778	Hugh Fry.....	91 43
440	566	George Stead.....	37 14	492	504	H. Hammond.....	45 71
441	401	A. S. Wood.....	31 43	493	657	E. A. Mackenrot.....	60 00
442	218	F. J. Talmage.....	40 00	494	309	W. H. Porter.....	40 00
443	182	O. L. Boice.....	27 86	495	391	Edward Connelly.....	91 43
444	743	J. S. Raik.....	51 43	496	442	W. E. Smith.....	20 00
445	86	Luther Bickel.....	37 14	497	140	E. A. Bolling.....	12 86
446	86	F. M. Nichols.....	22 86	498	253	C. R. McGrane.....	8 57
447	252	Adam Cox.....	85 71	499	203	John G. Runyon.....	19 29
448	237	R. Y. Humphrey.....	8 57	500	584	A. M. Whitley.....	34 29
449	177	W. C. Thompson.....	25 71	501	86	J. B. Strohmler.....	20 00
450	750	Harry Colpitts.....	20 00	502	198	Wm. A. Williams.....	31 43
451	364	A. H. Douglass.....	15 00	503	193	Chas. White.....	54 29
452	159	J. G. Bealer.....	83 57	504	633	W. J. Plunkett.....	15 71
453	511	M. P. Smith.....	40 00	505	820	John Law.....	20 00
454	788	R. A. Woolfolk.....	25 71	506	713	G. H. Noakes.....	37 14
455	336	J. E. Murdock.....	31 43	507	539	D. A. Saunders.....	80 00
456	44	Henry Mueller.....	251 43	508	606	Chas W. Huber.....	38 57
457	457	C. L. Bloomfield.....	30 00	509	617	R. A. Dobyns.....	38 57
458	556	B. E. Truitt.....	23 57	510	891	Geo. H. Tinscher.....	19 29
459	24	G. R. Marsh.....	23 57	109	703	Chas. Beeler. Bal.....	378 57
460	336	George Mounce.....	20 00	217	3	J. J. Keefe. Bal.....	92 86
461	107	J. W. Moore.....	6 43	*671	265	J. L. Wyssong. Adv.....	65 00
462	218	T. G. Henderson.....	21 43	917	539	R. H. Dennis. Bal.....	381 43
463	33	J. R. Van Geison.....	19 29	*515	86	J. H. Blackwell. Adv.....	100 00
464	197	J. J. Phillips.....	28 57				
465	201	Wm. Wilcox.....	148 57				
							\$7532 16 \$7532 16

Total number of Weekly Indemnity Claims, 97.

*Number of Advance Payments on Claims, 5.

INDEMNITY DEATH CLAIMS PAID JUNE 1, 1913.

Claim	Div.	Name.	Amt. Paid
112	198	James Stewart.....	\$2000 00
113	221	J. R. Dickinson.....	2000 00
			\$4000 00 \$4000 00
Total number of Indemnity Death Claims, 2.			\$11,532 16
Weekly Indemnity Claims paid from Dec. 1, 1906, to May 1, 1913.....			\$454,135 52
Indemnity Death Claims paid from April 1, 1907, to May 1, 1913.....			196,208 57
			\$650,344 09 \$650,344 09
			\$661,876 25

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y & Treas.

LOCOMOTIVE ENGINEERS JOURNAL

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C. H. SALMONS, EDITOR AND MANAGER
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Vol. XLVII

AUGUST, 1913

NUMBER 8

Gettysburg, Pa., July, 1863-1913.

We present herewith a few pictures of Gettysburg, Pa., where one of the greatest battles of the Civil War was fought, July 1, 2 and 3, 1863, the 50th anniversary of which brings with it something entirely new in the world's history—when men of the opposing armies, the Blue and the Gray, clasp hands where war wrought its awful carnage 50 years ago. Of the Gettysburg meeting in July, 1913, we glean the following from various sources. The *Arkansas Herald* said:

“Thousands of veterans and thousands of the younger generations assembled at Gettysburg to commemorate the mighty struggle in which the contending armies met in mortal combat and thousands were left upon the field as martyrs to the cause for which they fought.

It was 50 years ago that this memorable battle, the bloodiest in the history of this country, was fought. Those who return to the scene of the conflict are bent with age and soon they will have passed away, but on the field of Gettysburg they made history that will live as



PICKETT'S CHARGE, AND THE STONE WALL, GETTYSBURG, PA.

long as men preserve the records of past events.

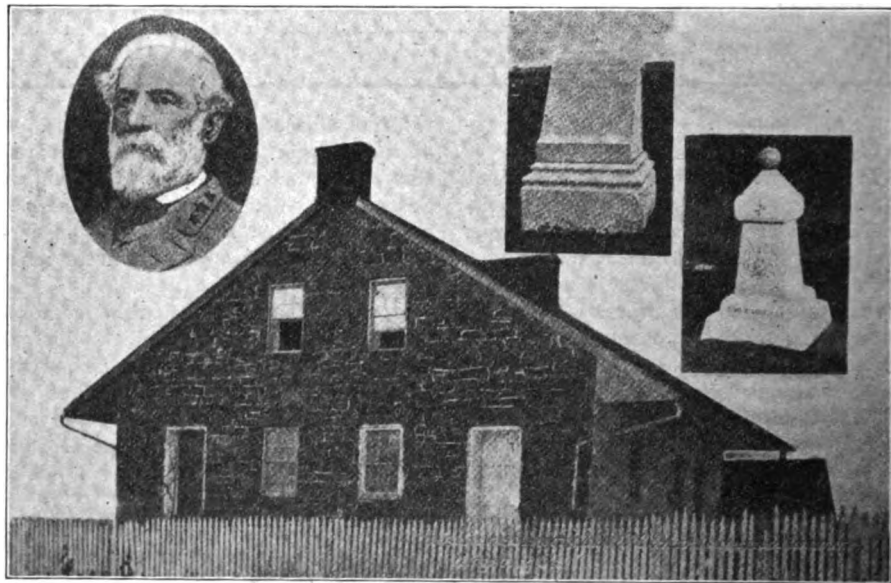
The Blue and the Gray are there today to shake hands over the 'bloody chasm,' to shed tears over the graves of the departed comrades who fell upon the field."

Rev. Dr. Gregory, in the *New York American*, thus describes the three days' hard fighting in brief and eloquent sentences:

"It is 9 a. m. July 1, 1863. Three cannon shots are heard in rapid succession. They are Buford's signal for his skirmish line to open on the advancing lines of

in since their great leader fell at Chancellorsville in the midst of his surpassing victory and his spirit is now urging the Gray lines to do their best.

And the Blue lines, remembering the humiliation of Chancellorsville, would wipe it out here at Gettysburg. But fate is against the Blue. The First and Eleventh corps are practically annihilated; the brave Reynolds is killed; divisions are reduced by the slaughter to regiments, and regiments to companies—and on come the Confederates! The Eleventh corps, or what is left of it, remembering



GEN. LEE'S HEADQUARTERS, GETTYSBURG, PA.

Davis and Archer. The battle of Gettysburg has begun! For seven hours—from 9 to 4—about one-third of the Army of Northern Virginia and one-third of the Army of the Potomac tug away at each other in the hell-cauldron about Willoughby Run and Oak Hill, some two or three miles to the northwest of the sleepy old town. Ewell, with the men who had followed 'Old Stonewall' up to Chancellorsville, fight like demons, and like other demons fight the men of Reynolds and Doubleday.

The Death Angel laughs as the lives of the men are snuffed out. They fall on both sides in great windrows. It is the first battle that Jackson's men had been

Stonewall's flank stroke in the Virginia Wilderness, breaks up, retires, and is followed in retreat to Cemetery Hill, south of the town.

The first day of the battle of Gettysburg is over—and 10,000 men, about evenly divided between the Blue and the Gray, lay stretched out, dead or wounded, upon the bloody field.

It is 9 a. m. again, July 2, and 160,000 men face each other along the ridges just south of Gettysburg—70,000 in gray under Lee, on Seminary Ridge, and 90,000 in blue, under Meade, on Cemetery Hill.

The Union line, instead of conforming to the Cemetery Hill, leaves it, near

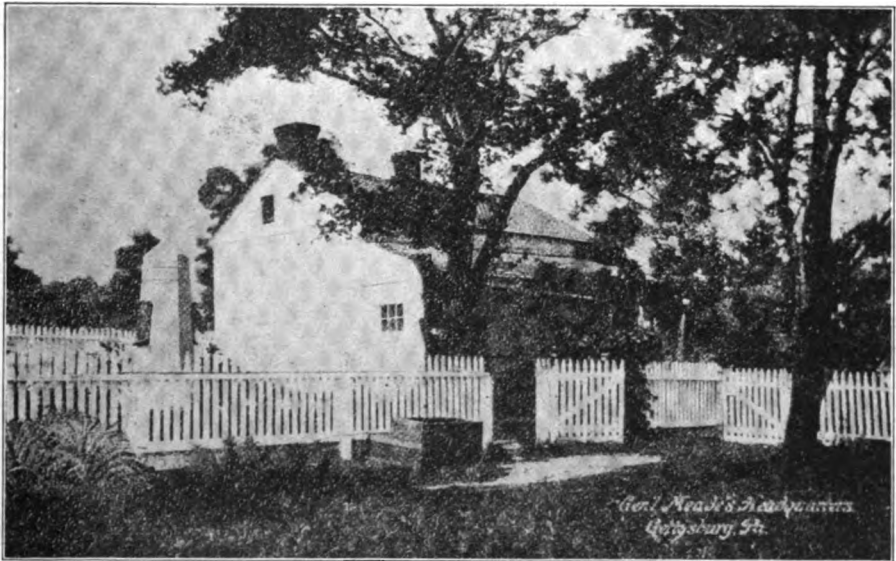
the left center, to follow the Emmitsburg road, coming to a point at the Peach Orchard, and then bending back toward the Round Top. Against the angle at the Peach Orchard Lee hurls his forces and breaks it in like an egg-shell. Seeing the military value of the Little Round Top, which is as yet unoccupied by the Federals, a dash is made for it by the Southerners.

Another fifteen minutes and the key point of the field will be won. Round Top will be studded with Confederate artillery, the whole Union line will be enfiladed and put to rout. But Warren

last of Sickles' line retreating from the Emmitsburg road, come Wilcox and Wright, who pierce the Union center and capture twenty-eight pieces of artillery.

But Posey's and Mahone's men, ordered to advance as soon as Wright and Wilcox should become engaged, do not move, and the valor of the Georgians counts for naught—they are overwhelmed and forced to get back with nothing but their valor for their reward.

In the meantime, away over on the Union right, just as the sun is setting, Ewell captures Geary's intrenchments



GENERAL MEADE'S HEADQUARTERS, GETTYSBURG, PA.

saves the day. Standing almost alone on Little Round Top, he sees, on the one side, the approaching Confederates, and on the other a considerable body of men, going he knows not where. He signals them 'For God's sake to come to him quick.'

They came like the wind—just in time to prevent the capture of the all-important position. Will Warren receive the high honors of the war? We'll wait and see.

Driven down the slopes of Little Round Top, the Confederates, protected by the rocks of the 'Devil's Den,' cling close and hard to the Union line. And now, following hard after Humphreys, the

on Culp's Hill. It is a doubly important triumph—to hold a strong position in the right rear of the Union line. It means death and destruction to Meade.

It is now past 9 p. m., and the exhausted soldiers on both sides fall down, to be almost instantly lost in slumber.

'What shall we do, gentlemen?' asks Meade of his war council. 'Stay and fight it out,' is the reply of the generals. 'Have it your own way, gentlemen.'

It is now 1 p. m. The boom of a single big gun is heard, and instantly 150 pieces of artillery on Seminary Ridge begin belching their iron hail upon Hancock's command.

A hundred guns hurl back the chal-

lenge, and for two hours the infernal din shakes the heavens and earth. The fearful concussion deafens the soldiers, makes the leaves on the trees tremble, shakes little birds out of their nests, shivers the window glass in the houses.

It is between 3 and 4 p. m. and from under the pall of smoke resting like a blanket on Seminary Ridge, comes Pickett and his 10,000 Virginians. They head straight for the 'Clump of Trees' on Cemetery Hill, the left center of Meade's line. They move like men on dress parade. A hundred pieces of

overwhelmed, practically annihilated, only a handful getting back to 'Marse Robert's' lines.

Lee rides out to meet the forlorn remnant of his once splendid division, and with characteristic magnanimity takes all the blame upon himself. 'It is all my fault,' says the chief, 'all my fault.'

The battle of Gettysburg is over, and upon its 25 square miles are 50,000 dead and wounded—a casualty list equal to that of the Revolutionary war, the War of 1812, and the Mexican war combined."



EAST CEMETERY HILL, GETTYSBURG, PA.

artillery open on them, but their alignment remains perfect. A little nearer, and the shells are changed to shrapnel; a little nearer, and 50,000 muskets rattle away at them. But they keep on. Stannard takes them on the right flank, and Hancock pours the hot lead into them from the front and left. But on they come.

The Blue line is broken, the Union center is pierced. Standing on a gun 40 yards inside the stone wall, Armistead waves his sword and cries out to his Virginians, 'Give them the cold steel, boys!' In an instant Armistead is dead, and from all points the Blue deluge sets in upon the remnant of Pickett's division. It is

It was here on July 4, 1863, that President Lincoln made his impressive speech which has become world famous, when he said:

"Fourscore and seven years ago our fathers brought forth upon this continent a new nation, conceived in liberty and dedicated to the proposition that all men are created equal. Now we are engaged in a great civil war, testing whether that nation or any nation so conceived and so dedicated can long endure.

We are met on a great battlefield of that war. We have come to dedicate a portion of that field as a final resting-place for those who here gave their lives that that nation might live. It is alto-

gether fitting and proper that we should do this.

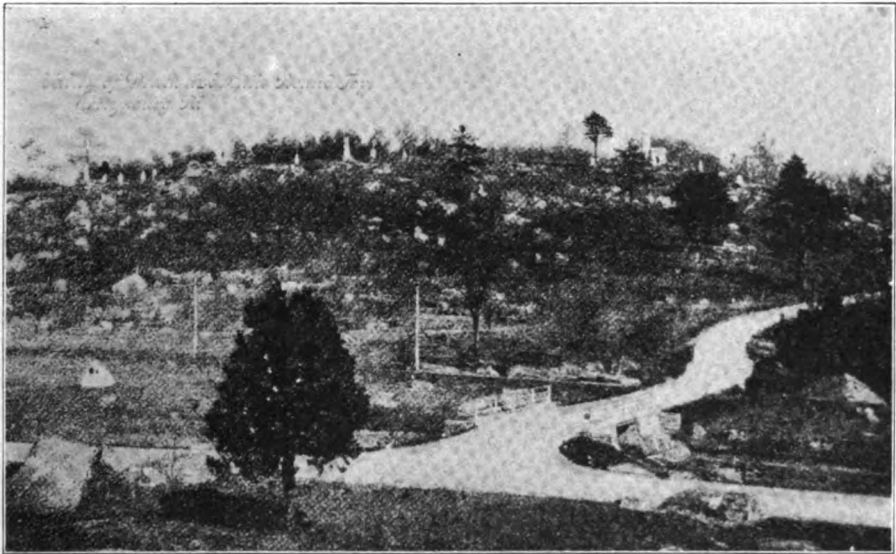
But in a larger sense we cannot dedicate, we cannot consecrate, we cannot hallow this ground. The brave men, living and dead, who struggled here, have consecrated it far above our poor power to add or detract. The world will little note nor long remember what we say here, but it can never forget what they did here.

It is for us, the living, rather to be dedicated to the great task remaining before us; that from these honored dead we take increased devotion to that cause

the fiercest conflict of modern warfare.

Behind the stone wall, unchanged except for the ordinary marks of age, gathered a trifle more than that number dressed in blue. The men in gray and the men in blue bore aloft, shimmering in the strong July sunlight, faded, shot-torn battle flags, the very same for which half a century ago they had offered their lives.

Suddenly from the gray host came a sharp command, and without a second's hesitation the little post started up the pike at as near a double-quick as age and crippled limbs would permit. From



LITTLE ROUND TOP, GETTYSBURG, PA.

for which they gave the full measure of devotion; that we here highly resolve that these dead shall not have died in vain; that this nation, under God, shall have a new birth of freedom; and that government of the people, by the people, for the people, shall not perish from the earth."

"On July 3d the veterans of both armies re-enacted one of the most daring and brave charges of the war, when 100 old men, garbed in gray, their snow-white hair and beards flying in a brisk wind, gathered at 2 o'clock in the afternoon in the Emmitsburg Road, a quarter of a mile south of Stone Wall, about which 50 years ago at that very hour raged

their ranks went up the ear-splitting 'Y-ei-i-i,' the 'reb yell' of the days of '61-'65, and they dashed at the blue-clad ranks massed behind the wall.

The latter cheered wildly as their one-time enemies—now friends and comrades, came at them, and as the two forces came together there was a shaking of hands and pounding on the back that was the culmination of three days of jollification.

The men in gray were the survivors of Pickett's valorous men who charged the Union line half a century ago. The men in blue were the veterans of the Pennsylvania division which checked the Southern charge.

It has been a wonderful occasion—the greatest of its kind in the world's history. It has been great not alone because of meeting in friendship of Blue and Gray, but because of its tears and its heartaches as the enormous sacrifices of a half century ago were recalled, and reminiscence revived the sanguinary scenes of '63.

So, these old men have had a great time; they are going quietly away from here. Few of them ever will come back. Few had been here since the days of the battle. They are going home, both sad and happy, to await 'taps.'

While rust encrusts the sword and gun
And fields of Gettysburg grow green.
Again the soldiers crowd the scene,
But peace and love now win the day,
And hand joins hand in friendly mien,—
Under one flag stand Blue and Gray.

ENVOY.

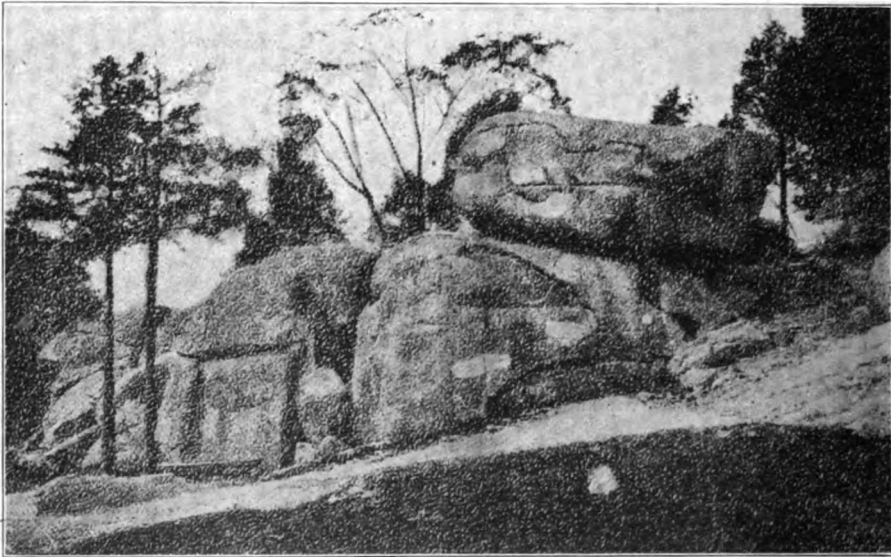
Lord of the skies, join all in peace,
And sweep the hate of war away,
While might and right and light increase—
Under one flag bless Blue and Gray.

—EDWARD M. BETOWSKI.

A Leap in the Dark.

BY AGNES G. BROGAN.

Billie Van had been in a state of depression for days. Even the fellows



DEVIL'S DEN, GETTYSBURG, PA.

GETTYSBURG.

1863-1913.

Where is the horror once portrayed,
And where the lusty shouts of war?
Where the wild charge which Pickett made
Through wheat fields drenched with human gore?
Where the frail forms which shrapnel tore?
Where the barred ensign of the fray?
The heated hate which flamed of yore?
Under one flag stand Blue and Gray.

Where are the bullets screeching by?
The cannons' roar, the shot and shell?
Where the fierce, frenzied battlecry,
With armies drawn beneath its spell?
The dying groan—the moan—the yell,
When youthful blood flowed swift away?
Where are the savage scenes of hell?
Under one flag stand Blue and Gray.

The clouds drift on, the war is done,
And fifty years now press between.

at the club noticed it. Games which had heretofore been his delight now failed to amuse, while friendly raillery met with no response. As he strolled down Fifth avenue lost in gloomy meditation Billie was unaware of a young woman's presence at his side until she gayly tapped him on the shoulder.

"Billie boy," asked the young woman, "whither goest thou in such an absent mood?"

Billie glowered at her for a moment without making a reply, then calmly possessed himself of her velvet clad arm. "I want to talk to you, Belle," he said.

The girl glanced at him in quick dis-

pleasure. "If you are going to bring that old subject up again, Billie," she cried petulantly, "let me tell you right now it will be useless."

"Probably," the young man quietly answered. "Nevertheless I shall trouble you once more. It will be the last time. Are you still determined in your purpose, Belle?"

She laughed softly. "Still determined in my purpose," she repeated, "of marrying the wealthy Mr. Nailor."

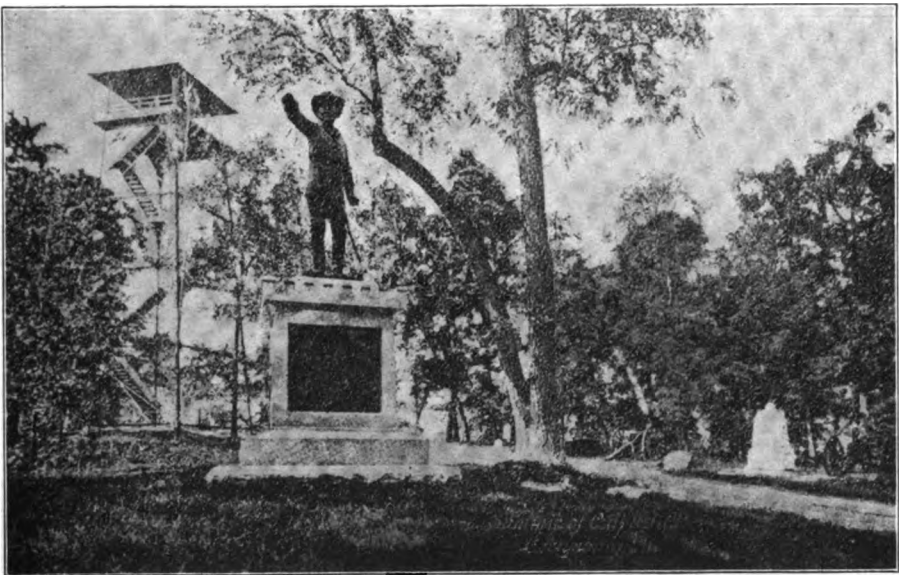
"Can nothing on earth change you—have you no heart?" Billie's voice rang out passionately.

from the crowded street, as the very clouds above. Impulsively the young man raised his hand. "Let us go up there, Belle," he said. "It will take but a moment, and we shall be alone and undisturbed."

The girl laughed mockingly. "Are you quite crazy, Billie?" she exclaimed.

His eyes sought hers compellingly. Almost roughly he drew her into the great stone entrance. "The question I wish to ask must be answered now," he said.

With a strange feeling of apprehension the young woman watched the



SUMMIT OF CULP'S HILL, GETTYSBURG, PA.

"No heart?" she lightly answered. "How often have I told you except for money, Billie!"

"Then," said the young man deliberately, "I have also reached a decision. Would you like to have me tell you what that means?"

There was a tense earnestness in the question which caused Belle's face to flush with annoyance. "This is hardly the place for a discussion," she answered nervously, "unless you care to shout above the traffic."

Billie Van looked straight before him. Then his wandering gaze fell upon a white-towered building whose gleaming balcony seemed as remote, as distant

tiny sinking light which heralded the ascent of the elevator. "Thirty, forty"—she counted the stories absently as the car flew up like a bird. Then Billie led her out to the parapet of the balcony.

"Well, Billie," she asked, "the decision?"

He turned abruptly, as one startled. Grim lines deepened about his boyish mouth. "So money alone spells happiness for you, Belle?" She nodded curtly. "And a poor man's love counts for nothing?"

"Nothing," she responded, and her red lips closed firmly.

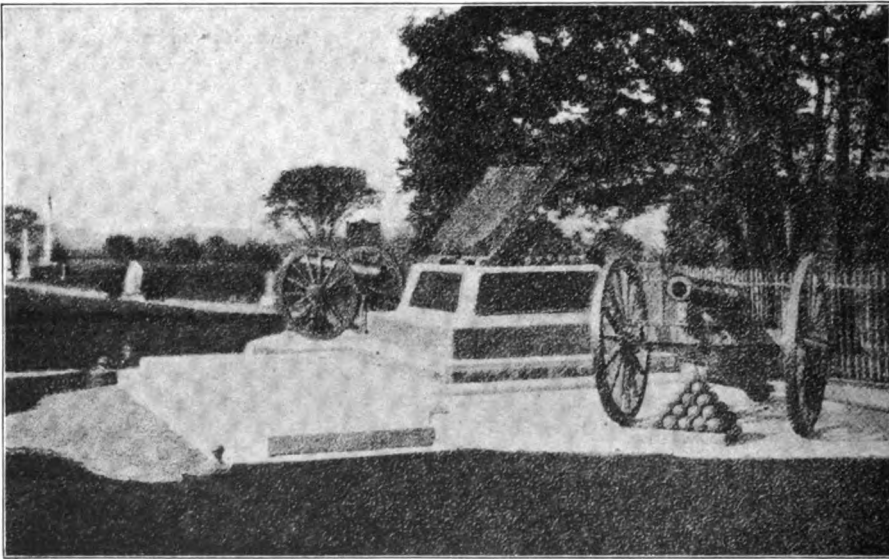
Billie Van laughed. It was a mirthless laugh, which echoed eerily up in

the silent tower. "This, then, is my decision," he said slowly, "for your happiness has been my one endeavor. I've had nothing else to live for, so why now worry longer?" He bent lower over the parapet. "I tell you once more, Belle—I'm going to give up the everlasting struggle. I've really nothing to lose. After all"—Billie's voice trailed off dreamily—"it's only a leap in the dark," he murmured, "only a leap in the dark."

His companion drew back against the wall with a sharp cry. "You are a coward, Billie Van," she said chokingly, "trying to make me responsible for this

aware of a pair of tight enfolding arms, and as he glanced down at his own encircled breadth Billie's astonished gaze fell upon two small beruffled hands locked closely on his breast.

"Please!" cried the girl breathlessly. Oh, please!" and could say no more; but, though the vibrant voice broke helplessly, the young, strong arms still held him in an almost viselike grasp. "You must not do it," the trembling voice went on, and the girl emphasized her command with a little angry shake. "You have quite lost your senses. Later, when you think this over, you will be



HIGH WATER MARK MONUMENT, GETTYSBURG, THE POINT REACHED BY THE CONFEDERATE CHARGE.

rash thing you would do. But I am not concerned—do you hear? I have no belief in your threat, and I'm going down." There was a clicking sound as the door closed behind her.

"You are a hypocrite, old girl," Billie muttered, "luring us on with false hopes, but I've done with your eternal promise. No more for me." Sadness settled in his brooding eyes. Billie removed his hat and tossed it to the floor, while the cool breeze fanned his forehead.

"I guess Belle was right," he told himself. "I am a coward—just a coward!"

Billie Van never knew quite what happened next. He became suddenly

ashamed, oh, so bitterly ashamed! I heard all you said back there in the shadow. No girl is worth such a sinful sacrifice, and that frivolous, heartless creature"— She threw back her head with a gesture of utter contempt.

Billie Van stood, staring dumbly. This unexpected encounter seemed to have taken from him power of thought and speech. He was vaguely conscious of the earnest voice, the clinging arms. Up here among the stars he seemed to be the object of a strange, confusing dream. But when Billie found that the girl was sobbing, pressing her little tear wet face against his sleeve, he awoke to sudden pity.

"See here," he begged. "Don't do that. I can't bear it." Billie managed to smile. "I have troubles of my own," he said.

"If you try to throw yourself over the parapet," the girl solemnly assured him, "you will take me with you, for I won't let go."

"You do not understand, my child," he was beginning when his deliverer shook her head.

"Men have died," she quoted, "but not for love. This I cannot understand—how a well fed, well clad man like you could so utterly lose courage. If it were me"—the girl laughed tremulously, and her laughter rang like musical bells up in the lonely tower—"oh, there might be an excuse for me. The thin suit I am wearing was never made for cold or wintry weather, while my gloves—well, my gloves have been sewed up so often for holes in the fingers that I carry them now in pretense, and as for dining with regularity—it is remarkable how small an amount of food is necessary for the existence of the human body."

With a sudden wrench Billie unclasped the protesting hands and held them in his own. "Do you mean to tell me," he asked jerkily, "that you are really as poor as that?"

"Just as poor," the girl answered cheerfully. "I merely state the fact to show you that all about are those who might, with some reason, wish to quit such an unfeeling world. And yet we have no such wish."

"You are not going?" Billie cried out in unaccountable alarm.

"I shall wait until I have your promise," she said.

"My promise?" Billie reiterated.

The girl bowed seriously. "That you never consider again that horrible deed."

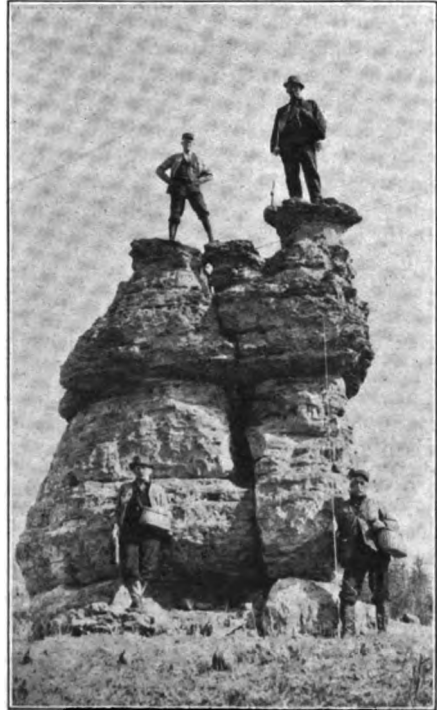
A deep red crept from Billie Van's throat to the hair on his forehead. "I will go safely down to the street with you whenever you wish," he replied.

"That is right," the girl encouraged and extended her hand. "From tonight on I shall believe in you, shall have no fear for you. Is there a mother to care?"

"No mother," Billie answered gravely.

"If there was she would thank you for the spirit of bravery which prompted aid to a worthless stranger. But I am not entirely selfish. May I know why the little coat must be so thin and the gloves sewed up at the fingers?" Billie's smile was very kindly, and the girl flashed a bright response.

"Certainly," she answered, "for to be interested in another's woe is a good sign indeed. I am a country girl, as



CHIMNEY ROCK, BOYCEVILLE, WIS.
Messrs. Bannister and Wagner on top, and Bro. J. Rainburg, Div. 625, and Bro. G. W. Phillips, Grand Guide, at the foot. —Courtesy G. W. P.

you might have guessed, adrift in New York in search of work. My chosen ambition, teaching music, has faded into a rose colored, impossible dream. So we are becoming humble enough and hungry enough to accept almost any kind of honest labor. If I were the only one to suffer it would not so much matter, but there is aunt, you see—Aunt Belinda, who has raised me and sacrificed for me all her life. Her latest offering has been the small savings of years, which your greedy city swallows in an alarming manner. The musical studio which we

intended to rent is not now mentioned between us." The girl's laughter sounded again. "They charge more for studios here," she said, "than they do at Wellman's Corners."

But Billie Van smiled his sinister smile. "You did not expect to run against the truth so soon, did you?" he asked.

The girl's eyes dropped before his, then widened in dismay. "I had quite forgotten," she exclaimed. "All this time Aunt Belinda is waiting in the building below. I was anxious to visit the tower, and she feared to come so high. I shall have to go down."

The little old lady who awaited the coming of her niece was very like a quaintly sweet character made up for a play, and Billie smiled involuntarily into the wrinkled face.

"I have been anxious," she told her niece. "I feared an accident had happened." Then she looked inquiringly at her niece's companion.

With sudden inspiration. Billie Van spoke. "Your niece has been kind enough to concern herself in my behalf," he said; "to give me help in a moment of need. Therefore, may I be allowed to offer my card?"

The little old lady examined the card, peering over her spectacles with a perplexed frown.

"And I understand," Billie went on boldly, "that your niece is a teacher of music. May I be permitted to become—a pupil?"

"We shall be very glad, I am sure," she replied, subdued eagerness in her tone. "Mollie, my dear, arrange with the gentleman for lessons." But the blue-eyed girl, whose name was Mollie, glanced her surprise and disapproval.

"I have only been taking young pupils, aunt," she said, "and would not feel capable of teaching an—adult."

"Very sorry," Billie answered resignedly. "I had hoped that this new study might prove a diversion from thoughts which harass and trouble."

"Oh, if that is your reason"—the girl said in quick compunction.

"It is," Billie earnestly assured her. So the matter was settled.

It was a shabby and small apartment where Billie Van entered upon a course of musical study, and so dull a pupil did he prove that his young teacher might have been discouraged in her efforts had it not been for a noble determination to keep this young man distracted from his reckless purpose.

They grew to speak of him at the club as the "dear departed." Indeed, the young man lived only in that one enchanted hour when, seated before the piano, he watched Mollie's slender fingers as they pressed the yellowed keys. And as Billie watched he was always remembering a high tower at twilight, small hands clasped close upon his breast. But when Billie would have referred to that thrilling moment, when his heart would have cried out to the girl in new-found love and longing, Mollie would silence him with a look.

"Aunt," said Mollie one day, "answer me very seriously. Ought a girl to marry a man who had almost been guilty of suicide? Could a girl love a man who had known that morbid desire?"

"Mollie," Aunt Belinda exclaimed horrified, "what put such a dreadful thought into your head? Of course she could not, dear. Marriage with so sinful a man would be—impossible."

Mollie sprang to her feet with a cry. "I hate New York," she said. "I hate the people. Let us go back to the country, aunt, where we may be at peace." Then, turning, Mollie saw Billie Van standing in the doorway.

"I knocked," said Billie, "but you did not hear. May I come in?"

Glancing at the two troubled faces, Aunt Belinda quietly withdrew.

"I heard what you said," Billie went on. "I could not help it, Mollie, and—I've been a cur all along; that's true. But one risks much for love." Billie's voice broke. "Oh, my dear, my dear," he said tenderly. "I have loved you—loved you so from the moment I looked into your eyes."

Mollie caught her breath. "I love you, Billie," she said bravely. "It seemed to be inevitable. But there is no use or hope in our love, for there are things which never can be explained away."

"There is nothing which I cannot explain," Billie answered gently, "if you will give me this one chance." Silently she beckoned him to a seat at her side.

"The girl in the tower that night," Billie said slowly, "was my sister. She was left in my charge, as was also our small joint legacy. I have tried to do my duty to my orphaned sister, but Belle has been extravagant far beyond our means. Of late her insatiable desire for luxury would have led her into marriage with an old and wealthy man whose name I cannot even mention with calmness. To keep her from sorrow which only such a marriage could bring I desperately decided to risk our little all in the hope of satisfying her ambition. People have grown wealthy in a night through fortunate investment. This I told myself. There was a poor young devil who loved my sister as a woman deserves to be loved, so I sought to hold her for his sake. The Wall Street deal seemed a very sure thing, though the problem had vexed me for days. That is why I put it up to Belle that night in the tower. And you remember, Mollie, this was the 'leap in the dark' to which I referred. This is the true meaning of those foolish words which moved your heart to save. Love has conquered in Belle's case, as love should always conquer, dear. And the sin I ask you to forgive is only the sin of a lover's deceiving. Could I let you pass out of my life forever? Oh, I was desperate, Mollie, when I held you by your very sympathy." Billie arose and went over to the piano.

"Can you also forgive me this?" he asked. And presently the room was filled with the silvery strains of the "Moonlight Sonata." No unskilled touch this, which set the keys vibrating with hidden melody. And when the last note died away Mollie came swiftly to rest her hands upon the musician's shoulders.

"Dear," she said—"dear, that was The Moonlight of the Tower."

In an instant Billie's arms were about her, holding her against his tumultuous heart.

"You might at least ask permission," breathed Mollie, rosilily happy, but Billie Van shook his head.

"You didn't," he answered triumphantly. "The very first night we met you held me tight, like this."

Up in the Air.

BY CLARISSA MACKIE.

Mr. Lysander Tatem looked upon the latest invention of the young man who wanted to be his son-in-law with unconcealed interest. He had accepted the invitation to witness the trial flights of



BRO. E. F. GORDON OF DIV. 34, AND BRO. A. K. HURNE OF DIV. 590, AT LONG BEACH, CAL.

—Courtesy Bros. G. and H.

Jules Hazen's new aeroplane with all the skepticism that the hard-headed man of business brings to bear upon the fanciful dreams of the inventor of things, and he also brought along with his distrust a strong dislike for the youth who had dared to fall in love with his only child Katherine.

Katherine stood beside him, small and fair and wonderfully interested in the complication of canvas and machinery which Jules so skillfully guided through the air. There were just the three of them—Jules, Katherine and her father.

Jules essayed another flight, and as his machine rose gracefully to the level of the treetops Mr. Tatem shaded his eyes with his hand and followed his course. At last he brought his eyes down to earth.

"It must be a fascinating pastime if one is young and can afford to spend the time and money," he added hastily.

"That is Jules' profession, father, I suppose he might as well be an inventor as a banker or broker or anything else," said Katherine with spirit.

"Don't you think the life of an aviator, for instance, contains more risk than that of a banker?" demanded Lysander Tatem, who was fond of an argument.

"No, indeed," and Katherine lifted her pretty brows in surprise. "Just think of all the bankers who are killed in automobile accidents!"

"Humph!" snorted Mr. Tatem impatiently. "As if a man's profession made any difference when two automobiles come together. Just as many lawyers and brewers go to smash, my dear, as bankers. Be sensible now and admit that Hazen's profession or trade, or whatever you call it, of inventor and aviator is a hand to mouth existence at best. Did you ever hear of many rich inventors, Katherine?"

"No."

"That's the situation in a nutshell. Hazen is as poor as a church mouse. I suppose he thinks if he marries a banker's daughter he'll have a backer for his inventions."

Now the aeroplane swooped downward and alighted before them. Jules leaned out, his keen young face alight with pleasure.

"Will you go up with me, Mr. Tatem?" he asked. "I'm sure you'll enjoy the sensation of soaring in space. I promise to return you safe and sound to the earth."

Lysander Tatem hesitated for a moment, and then, persuaded by his daughter's encouraging smile and ashamed to admit his own reluctance to leave the earth in that manner, he stepped into the seat beside the young aviator.

The banker clung desperately to the slender supports as the birdlike machine swooped up, up, above the treetops and then glided evenly along above the earth. After the first sickening feeling as he saw the ground with its familiar objects dropping away beneath him, where Katherine stood a tiny speck waving a pin

point of white after them, Lysander Tatem really began to enjoy the sensation of flying. He felt a new respect for the young man who wanted to be his son-in-law, and he earnestly hoped that the science would be perfected with such rapidity that he, too, might enjoy the sport of air flying.

Jules Hazen said little. Now and then he indicated the blurred outline of a city beneath them or explained the working of the machinery to the interested passenger, who grew more exhilarated as the minutes passed until an hour had gone by.

"Where are we now?" he asked at last.

"Blakeport," returned Hazen as he swung the machine circling about and headed for home. "There's rather a nasty wind coming up from the northeast. We'll see if we can't beat it."

They didn't beat the rapidly rising wind. It made such headway that the aviator guided his machine to a higher stratum, hoping to escape the unfavorable wind. Higher and higher they arose until the feeling of nausea attacked the banker again, and he was obliged to exert every effort to maintain his seat.

"Close your eyes!" commanded Jules. And Mr. Tatem was gladly obedient. The first doubts of the aviator's ability to take him home again now assailed him.

"What's that?" He had to repeat this question in Hazen's ear, because the engine was giving forth such sharp staccato cracks that hearing was difficult.

"What's what?" shouted Jules.

"That noise, like the cracking of all the steel ribs," explained the uneasy passenger.

"Engine missing strokes," said Jules briefly, and Mr. Tatem had to be content with that explanation. But not for long was he satisfied with the situation. The machine was rushing through space with terrifying speed. Below them were cold, gray clouds and above them a clear, deep blue sky, from which the sun shone warmly.

There was absent the smooth gliding motion which had at first fascinated him, and there was something in the action of the engine and in the rigid lines of Hazen's profile that hinted to him that

the young aviator, incensed at the banker's reluctance to accept him as the suitor of his daughter, might be sending them both to destruction.

"Hazen!" he shouted suddenly.

"Well?" returned the other without turning his head.

"I understand the situation now. If you're using my safety as a lever upon which to swing my decision in your favor you've attacked the wrong man, understand?" He screamed the last word in Hazen's ear, and the latter nodded, unsmiling, but still the machine went on its rushing course.

"Where are we now?" Mr. Tatem yelled again.

"Give it up. I can't tell yet."

The banker looked at the grim profile beside him, and something gave way in his spinal column. He must reach solid ground again at any price, he told himself. Jules Hazen might not prove so undesirable a husband for Katherine after all, he argued. His own safety was a matter of paramount importance just then.

All at once the aviator reached forward and did something to the machinery, and the aeroplane dipped down, down, down, until it speeded toward the gray clouds at a sickening angle. Then they were enveloped in the damp clouds and were out of them with the earth far below, and they were certainly falling down. Lysander Tatem lost his self-control as he realized this fact.

"Hazen," he cried, "bring me safely to earth again and I'll consent to your marrying my daughter."

Jules turned a flushed face to his and made an unintelligible reply. Still they fell toward the earth, while the engine gave out that irresponsible staccato click. All at once Hazen leaned back in his seat, touched a lever and fumbled with some handles, and immediately the aeroplane stayed its dizzying fall, the engine swung into rhythmic beat, and they hung in the air for a moment while the aviator took his bearings. Then they went inward, perhaps a couple of hundred feet above the earth, until the banker recognized the familiar layout of the aviation field below.

Slowly, gracefully, like a weary bird, the machine glided toward the field, and at last rested safely on it. Katherine Tatem ran toward them with fluttering handkerchief.

As Lysander Tatem stepped to the ground, stiff and sore and quite fagged by the excitement of the flight, he turned a pale and angry face toward Jules Hazen.

"Of course I shall keep my word, young man," he said harshly. "But I shall always have the greatest contempt for your methods!" and he strode toward his daughter, who was quick to observe the strained relations between them.

The appearance of the Tatem motor-car at that instant made the leave-taking a matter easily concluded, and soon Katherine and her father were on the way home.

"You haven't said anything about the flight, father," said the girl after awhile. "You were gone so long I was afraid that something had happened."

Lysander Tatem swallowed a lump in his throat before replying. "It was an unusual experience, my dear. It had one result which will gratify you—I have told Hazen that he has my consent to your marriage."

Katherine's warm hug was received by her father with manifest discomfort, and, perhaps realizing that this yielding of his really caused him suffering, she soon settled quietly beside him and was silent.

Several days passed before Jules Hazen made his appearance at the town house of Lysander Tatem. Then he asked for the banker and was shown into the gloomy grandeur of the library.

Mr. Tatem was reading before a west window, where the afternoon sun touched his white hair into a sort of golden radiance that made him look unusually benevolent as he arose to greet his visitor. This effect disappeared as soon as he stepped out of the sunshine, and Hazen saw that his face was grim and uncompromising.

"I've been expecting you, Mr. Hazen," said the banker.

Jules lifted his dark eyebrows. "I was afraid you were laboring under a delu-

sion, Mr. Tatem," he said gravely, "and I called to set your mind at rest. While we were in the air the other day the machinery actually went wrong, and I really thought we were going to destruction. After you mentioned your daughter I suddenly realized that you were Katherine's father and must be saved for her. Then my wits came back, and I recollected the emergency levers. The rest was easy. I release you from any rash promise you may have made in the moment of danger." He turned toward the door with a slight inclination of his head.

"Wait!" said Lysander Tatem in an agitated voice. "What about Katherine? I have told her that you have my consent."

The ticking of the clock broke regularly on the silence that followed. Jules Hazen's handsome face wore an expression of obstinate pride. Lysander Tatem found himself hoping that Hazen's pride would give way to love for Katherine. His own face was softening with pity for the daughter who was everything to him.

"Hazen," he said manfully, "I'm proud, but I can swallow it for Katherine's sake. I can't face her and tell her it was a mistake—she is so happy. Will you let bygones be bygones?"

Jules Hazen's face cleared as if by magic. "Thank you, sir. You won't regret the trust you have placed in me. Shall we go together and find her?"

A Striking Watch.

BY RYLAND BELL.

Being directed by the chief of the detective bureau with which I was connected to report to Mr. Oliver Ainsworth to investigate a case for him, I did so, and this was Mr. Ainsworth's statement:

"I live in a suburban town. My family consists of my wife, my son Albert, 22 years old, and my daughter Edith, aged 20. Other persons come in from time to time, remaining temporarily. There are also the servants, consisting of a cook, housemaid and butler.

"For some time past we have been

missing small articles, principally jewels. Only yesterday a brooch set with diamonds and worth \$100 disappeared. I suppose in all \$1,500 worth of property has been taken. I wish you to come into my house for a long enough stay to discover the thief. Your chief has recommended you as a person who would not be likely to be taken for a detective, you having been well brought up. He has told me also that you are very musical and play on several instruments. My daughter wishes to learn to play on the mandolin, and you can give her lessons. I shall introduce you as the son of an old and very dear friend of mine, giving out that you have met with bad luck and that I have taken you in for a while until you can get on your feet again."

There was truth in the latter part of this statement. I had recently come from England to seek my fortune in America like others of my countrymen who are ready to do abroad what they would be too proud to do at home. I tried music, for which I have considerable taste, but after starving awhile in that field fell in with a detective, who secured me a position in the bureau with which he was connected. I think my chief recommendation was that, being a gentleman, I could play parts that would be impossible with an unpolished man.

This assignment with Mr. Ainsworth was my first in my new business, and I know nothing about how to trap a thief. Persons who are ignorant of an important work they are expected to do are prone to look very wise and appear to be thinking very hard. I put on the semblance of the wisdom of Solomon, and when Mr. Ainsworth was about to tell me of any suspicions that were entertained I stopped him, saying that I always worked by method, pursuing my investigation step by step, and wished to avoid any preconceived notions that might lead me astray. This inspired the gentleman with great faith in me. I must trust to luck or my wits to bear out his confidence.

The story of my supposed impoverishment, which, as I had said, was in

the main true, brought a very sympathetic reception from Miss Edith Ainsworth, and the fact that I was to teach her music foreshadowed that I would pass a season in clover. Under the influence of her beautiful eyes I felt that I could be a thief hunter for the rest of my days. I commenced the music lessons at once and was supposed to enter upon my investigations at the same time. Alas, I knew not where to begin! That part of my work which consisted in leading the family to think that I was the unfortunate son of a dear friend of its head I performed with great ease since it was natural to me. I was first cousin to an earl, and my father, having been born to the courtesy title of honorable, had never done a stroke of work in his life except garrison work, for he had been colonel of a regiment in the British army.

I spent a fortnight as a member of Mr. Ainsworth's family, and since I had not secured the slightest clew to the thief I felt it necessary to put on all the appearance of pursuing a deep-laid plan of which I was capable. Mr. Ainsworth refrained from questioning me, which was lucky. Indeed, so engrossed was I with my lovely pupil that had a dozen clews been under my nose I would not have detected one of them. I wondered that he did not notice how matters were going between me and Edith, but if there is one thing I observed in my career of detective it is the stupidity of parents in failing to notice the incipient love affairs of their children.

After spending nearly three weeks pretending to be following a deep-laid plan of investigation I began to be not only conscience stricken, but fearful that the humbug I was practicing would be discovered. To add to my worry I began to realize that the farce could not last forever and I must soon be separated from Edith. My cup of misery was filling up rapidly when luck came to me. I hit upon a clew.

Lying awake at night when all was still, I heard the distant sound of a chime. I wondered that I had never heard it before, but it was so faint that I would only be likely to detect

it under the most favorable circumstances. There were two strokes, followed at an interval by three more. Then all was still again. Presently I heard it again. This time it was three strokes. While the chime was striking I lifted my head from the pillow to hear better and was surprised that I could not hear at all.

Since the sound seemed periodical I listened for it again, and in a quarter of an hour it was repeated, three strokes, followed by one. Struck by a thought, I reached out to a table beside me, lighted a match and looked at my watch. It was 3:15. The sound I had heard was not a distant chime, but one very near, and it was in a watch. When the next time for it to strike came around I was lying on my back and did not hear it, but when it struck 3:45 my ear was on my pillow, and I heard every stroke.

"That," I said, "is a watch that may be made to strike the hour. It is in this house and possibly in this room."

In order to make it appear that I was investigating I had requested such change of rooms as was convenient. I had slept in this room two nights before I heard the chime, but each night there had been a strong wind. Besides, I had proved that unless my ear was connected with the watch by solids the chime was inaudible. Believing the watch to be in the room with me, a few minutes before it should strike again I got up and, pressing my ear against the wall, heard it distinctly. During the next hour I made several such experiments with a view to locating the sound, but without success.

Then it occurred to me that a watch must tick and if I could get near enough to it I might hear it. I walked slowly around the room, stopping at intervals to listen, and, drawing near a fireplace, the ticking grew more distinct. Thrusting my head up the chimney, I heard a watch tick near my ear. I was about to reach up to grasp it when a chime rang out fine, clear, melodious strokes.

I put my hand upon a narrow coping and took down what I could feel to be a brooch. Then I grasped other articles and finally a watch.

"Eureka!" I exclaimed, delighted.

Leaving the articles where I found them, I went back to bed, but not to sleep. Day soon came, and, rising, I examined the fireplace and found quite a lot of jewelry. I compared the pieces with a list of the lost articles and found that about two-thirds of them were on the coping.

What should be my next step? I had found the plunder—or most of it—but not the thief. And in this second part of my work I was as much at a loss how to proceed as I had been in the first place. But I felt comparatively easy. I had evidence that I was not another kind of thief in palming myself off as an investigator when I was really simply falling in love. I called Mr. Ainsworth into the library after breakfast and told him that I had made important headway in the case, having located a number of the missing articles. I intended to say no more; but, fearing that if left where they were the thief would remove them, I added that during the morning I would turn them over.

That morning when the postman delivered the mail I received a letter from England that obviated the necessity of my remaining in the detective business. The missive had been following me for some time and was covered with "Try this and try that place," indorsed by different postal officials. It announced that the cousin mentioned earlier in my narrative, a vigorous man of 30, had broken his neck following the hounds, and since his wife had not presented him with an heir I was Earl of Barrowfield.

I called up my chief, reported the case so far as I had followed it and offered my resignation from his force on the ground that I had business of my own that demanded attention. Before Mr. Ainsworth went out for the day I told him where he would find the plunder I had discovered and made a clean breast of the fact that I had learned where it was, not by a deep laid and methodical process, but by accident, and declined to receive any pay for my services or to permit any charge to be made by the bureau I represented.

Mr. Ainsworth declined to accept my services gratuitously either as detective

or as his daughter's music teacher. After arguing with him for awhile I showed him the letter I had received that morning changing my condition from a detective to a nobleman.

"While I am not the son of an old friend of yours," I said, "I am or at least have been in forlorn circumstances. I am your debtor, not you mine, since I have received every kindness at the hands of your family."

It was agreed between us that it would be better to inform the members of his family that I was not the son of his old friend, but that in considering me a gentleman they had not been deceived. Mrs. Ainsworth was informed first that the bulk of her lost property had been recovered, that I had come into the house as a detective and was going out a nobleman. From her the news spread to the other members of the family.

Miss Edith did not seem to know whether to be glad or sorry at the turn events had taken. I saw sincerity in her eyes when she expressed her regret that her music lessons must cease and said that she supposed the episode of my being there must end and she would never see me again. I assured her that an acquaintance so pleasantly formed would not be suffered by me to come to an end.

I went to Europe and discovered that the estate to which I had fallen heir needed attention. Nevertheless I found my thoughts constantly wandering back to America. And what drew them most forcibly was the young lady whom I had taught music while playing detective.

I never took sufficient interest to inquire whether the balance of the jewelry was discovered or the thief run down. Later I returned from England and took back Edith Ainsworth for my wife. As a wedding memento her father presented me with the striking watch that led to the recovery of the plunder, and I had engraved upon it an appropriate inscription.

A Social Leadership.

BY FRED L. YOUNG.

Mrs. Kenworthy of the ultra fashionable and very rich—Mrs. Kenworthy had

her name engraved on a silver plate on the door of a box in the "diamond horse-shoe," which means the first tier of the Metropolitan Opera House, New York—drove up in her carriage to the restaurant on Fifth Avenue patronized by her set and went inside for a bit of luncheon. While she was at table, suddenly looking up, facing her at another table very near, sat a gentleman regarding her with an embarrassed stare. Mrs. Kenworthy was somewhat embarrassed herself, but was secretly pleased to notice admiration in the gazer's eyes.

A few years before these two sailors on the sea of wealth had been divorced, and the lady had married again. Mr. Goldwin, her first husband, who now sat near her, had gone abroad and had remained there till recently, having returned to America a few days prior to this contretemps.

Now, both Mr. Goldwin and his former wife, Mrs. Kenworthy, each saw the other cast a glance about the room to see if there was anyone present they knew or who knew them. The hour was quite late for luncheon, and but few persons were left in the room. Among those remaining there was not a familiar face. Time, the great eradicator, rubs out all things, and among them was the bitterness these two had felt for each other. Mr. Goldwin got up from his table and, bowing deferentially as he should to another man's wife, advanced to where the lady was sitting and said:

"You're looking remarkably well, Kit. The only change I see in you is for the better."

"Sit down," said Mrs. Kenworthy, casting another furtive glance about the room.

"This is dangerous," he remarked, taking a chair, "but I can't help it—you're looking so charming. If we were seen here together what a lot of talk it would make!"

"You've been away long enough to be partly forgotten. Only your old friends would know you, and they wouldn't tell."

"Wouldn't they? It would be the talk of the clubs before dinner hour."

"I'm more afraid of some woman getting hold of it."

"Well, never mind what people say. In our position we can do anything."

"So we can."

"It's a long while since we met. Suppose we have a bottle together."

The lady agreed, and a champagne cooler was brought in, with the cork peeping temptingly from the cracked ice, and some terrapin added to what had been already served. Meanwhile the conversation proceeded.

"I was trying to think the other day," remarked the lady, "what it was that first set us going apart."

"Nothing except your dancing three times in one evening with Kenworthy."

"I don't believe," she went on pensively, "that if you hadn't—I wouldn't."

"Maybe not. You had to have a new fancy now and then, and if I had let you alone it might have died of itself. By opposing you I fanned the flame."

"I think it was rather for the sake of appearances. You know that among persons of our rank too much domestic felicity is a drawback to social distinction. Our leading ladies have nearly all changed husbands. It's an incumbency as well as a privilege."

"It was hard on the children."

"Not so hard as you would suppose. You know that from the time they were born my social duties required my attention elsewhere. They saw very little of me or I of them. But do you know, Tom"—a slight quiver in her voice—"that there are really times when I hardly think the game has been worth the candle?"

"That's admitting a great deal for a woman who has been trying for the leadership of society."

"I have failed. When the G.'s went abroad to live, leaving the leadership vacant, I saw my chance, but my rival got in ahead of me."

"And you lost husband and children as well as the leadership."

"Wasn't it disappointing?"

"Is it gone forever?"

"I don't know. Mrs. Mortimer, they say, has an incurable disease. There may be hope."

"Hope for Mrs. Mortimer?"

"Don't be silly; that the leadership may become vacant."

Mr. Goldwin sipped his wine meditatively. He had a great brain in his head and was contemplating a master stroke for his former wife.

"I presume, Kit," he said presently, "that if you saw another chance for the prize, Kenworthy would not stand in your way any more than I did."

"I should think not."

"Well, I have a scheme for you."

"What is it?"

"You are aware that the gilded set likes to be shocked. Nevertheless its members are great sticklers for the law. You couldn't leave me and live with Kenworthy without being divorced from me and married to him. Now, I've been thinking that it would be a coup for you to divorce Kenworthy and remarry me."

"I should think that would be very commonplace. To take a third husband would be better."

"Yes, but I have a plan to suggest that would lend spice to your returning to me. Instead of not being seen together, suppose we are seen together a great deal. Everybody would be talking about the singular feature of my rivalry with Kenworthy for my own—I mean his wife. Secret proceedings for your divorce could be instituted, and after keeping society agog for a considerable time, the divorce being granted, we can remarry."

The lady took in this plan dubiously.

"That would be a good scheme," she said at last, "if I were a social climber who had just expected an entrance and needed something to carry me on, but as a move in the matter of leadership I fear it won't work. There's really nothing bad about it."

"There would be something good about it for the children."

"The children of divorced persons in high life are pitied outside our circle by persons who don't know how well off the little ones are, but that's nothing to us. We couldn't be where we are if we had hearts like other people."

"You're wrong, Kit. We have hearts, but we—or rather you women for whom

society exists—suppress them. You are hungry for our children now."

For the first time during the dialogue the woman suffered her heart to betray itself. It was now between 3 and 4 o'clock, too late for luncheon, too early for dinner. There was scarcely a person in the cafe except Mr. Goldwin and Mrs. Kenworthy. Each lost a hand in the folds of the tablecloth, and the two hands were joined there.

"Are you going to Mrs. V.'s tonight?" asked Mrs. Kenworthy.

"No; she doesn't know of my arrival."

"I will see that she sends you an invitation. It's a dinner and a cotillion."

"Never mind the invitation. We who are in the ring are not obliged to have invitations. I'll go in after the dinner."

"Don't be too attentive at first."

"Certainly not. That would seem unrefined. No one we know has seen us here. We will appear to have met for the first time since we parted at the cotillion."

"Now I think you had better go."

He bowed himself away from her ceremoniously, and a few minutes later, giving a ten dollar tip to James, the waiter who always served her, to make sure there should be no leakage through him, she passed to the robing room and thence to her carriage.

That evening at Mrs. V.'s cotillion Mr. Goldwin surprised the hostess and was made welcome. Mrs. Kenworthy looked agitated when she saw him, and he seemed much depressed. About an hour after his entrance a sensation occurred. Mrs. Kenworthy "favored" Mr. Goldwin, and the two sailed away together.

The next day society was talking about the unique scene of a husband dancing with his divorced wife. What would Kenworthy say or do about it? Mr. Kenworthy didn't do anything about it. His wife had married him for a purpose, and, that purpose having failed, he was not in especially good standing with her. He was not sorry to hand her back to her former husband.

Mr. Goldwin's scheme so far as gaining a social leadership for the woman he remarried did not succeed, and so

bitter was his after disappointment that she determined to drop out of the race for leadership. From this moment she sought another occupation and fell a peg lower in the social standard by beginning anew that devotion to her husband and children which had first stood in her way of social preferment. Once her ambition was broken through she every day gained in her interest in her home till at last she merely kept her position as a member of society.

"What a pity," every one in the circle said, "that the beautiful Mrs. Goldwin should have given up a leadership that might eventually be hers for a domestic life! They say that she really loves her husband and is often seen driving in the park with her children instead of sending a governess with them."

"Great has been my wife's social failure," says Mr. Goldwin, "and every day I thank heaven for it. Singular that to get her started in a new, or, rather, turn her back to the old interest I must needs foist that ridiculous plan upon her. She understood its absurdity as well as I. Her heart had got the upper hand."

My Sermon.

BY WILLIAM BLAKEMAN.

In the early days in one of the mining States when we of the Episcopal church were trying to lift the people of these benighted regions out of their uncouth condition, I received an appointment to go from place to place for the purpose of raising funds for building churches. I am no extemporaneous speaker and told the bishop that such a man being required for the purpose, he would better appoint someone else. To this he replied that his diocese was not overburdened with clergymen, and extemporaneous orators didn't "grow on bushes" anyway. He suggested that I write a few sermons on the desirability of churches in a community, commit them to memory and deliver such of them as seemed best fitted for the place to be worked.

I accepted his advice, wrote the ser-

mons and entered upon my duties. I would go to a town where there were already one or more churches, and after preaching a sermon a collection would be taken up for the establishment of a church in some place where there was no church.

One Saturday I started for the village of O., containing a more civilized community than most towns in the territory, for the purpose of raising funds for a church to be erected in B., a town overrun with gambling saloons and other dens of iniquity. I took with me a sermon I had used in behalf of G. when it was the wickedest place in New Mexico, but which, under the influence of a church that had been built largely through my efforts, had become a model town. I would substitute the name of the latter place instead of the former whenever it occurred in my text.

Stagecoach was the only means of travel in those days, and a coach was my conveyance. It was full when we started, but here and there a passenger alighted, till at last but one man was left. He was not an attractive man to talk to, but I invariably made friends while traveling, never knowing when I might find a helper in my work. I had chatted promiscuously with the passengers, and when left alone with the man I have mentioned devoted myself to him.

Thinking to interest him in the good work in which I was engaged, I told him what I was doing—how by building a church the whole character of the people in a place became changed, and not only was the spiritual condition of the town improved, but an increase of property values followed. He asked me about my present mission, and I told him that I was on my way to O. to speak in the Episcopal church there in behalf of a church to be erected in a town reeking with vice.

He seemed much interested, and little by little I told him how I was to proceed; that I had my sermon in my bag and would preach it the next day—Sunday—after the morning service. He inquired if I knew persons connected with the congregation, and I admitted that I had never seen or, so far as I knew, been

seen by anyone in the town. He asked me to let him look at my sermon, and I did so. He glanced over it, slowly turning the leaves and reading portions here and there, which he could easily do, for it was typewritten. Then, turning to me, he said:

"I've met a good many stupid galoots in my day, but you take the cake. What's to prevent my going to O. in your priestly clothes, delivering your sermon and lighting out with the collection?"

Thinking the man to be joking, I replied that I didn't see anything to prevent him except that I would be there to give him away.

"Not much!" he replied. "You'll spend Sunday in jail. I'm going to hand you over to the authorities for robbing me. Take off that coat and waistcoat and that collar, too, if you can get it off."

Whipping out a revolver, he held it within an inch of my face, and I lost no time in obeying his order. My canonicals passed into his possession and everything else I possessed. Then he told me to put on his clothes, and under the same influence—his six-shooter—I did as required.

"Now, see here," he said when the transfer had been made, "remember that I'm yourself, Edward Morrison—the name is in your prayer book, see? You can't do anything, but I warn you not to try. I'm going to hand you over to the sheriff to be taken care of till Sunday after the morning service."

I was greatly troubled, for I could see very little chance of the failure of his scheme. At any rate, I could do nothing forcibly. If I prevented his game it must be by a counter stratagem. So I said to him:

"All right, stranger; you've got me. I won't interfere with your operations this time."

On reaching a crossroad a few miles out of O. he forced me to alight with him. The coach went on, and we walked a short distance to a deserted cabin. There we remained all night, my captor sitting in the doorway most of the night asleep. He held his revolver gripped in his hand, and I had no opportunity for escape. When morning came he marched me into O., took me to the sheriff and

told him that he was the Rev. Edward Morrison, had come to preach that morning in O., had met me on the way and I had tried to rob him."

"I'm one o' those fighting parsons," he said, "and before he knew what he was about I had got his gun and had the drop on him."

The sheriff looked from one to the other of us as if trying to grasp the situation, but since I made no defense he locked me up. My captor had purposely reached the town shortly before the time for morning service in the churches in order to get in his work before I would have time to convince the sheriff that he was the robber and I the clergyman. Indeed, having turned me over, the rascal went direct to the church, carrying my bag, with my belongings in it, and my sermon. My canonicals would vouch for him, and if he needed more evidence of his identity my prayer book with my name in it was in my bag.

The sheriff didn't give me a chance to speak to him alone till it was about time for the sermon to begin in the church. Then I told him what had happened. He regarded it as a very ordinary ruse to get my liberty, and was going away when I said:

"Sheriff, all I ask you to do is to take me into the church where this man is going to preach and I will convince you that it's my sermon he's preaching and not his."

"How?"

"There'll be certain points he will read that only I can explain."

I finally persuaded him, and he took me to the church. I slunk in so that the rascal couldn't see me. The regular clergyman was finishing the service and in a few minutes announced the Rev. Edward Morrison and his purpose, stating at the same time that the collection would be deferred till after the sermon. Then while the congregation sang a hymn the false clergyman took the pulpit. He wore vestments he had taken from my bag.

He must have had infinite assurance, for, though an uneducated man, he read my sermon quite well. I did not have to wait long before he made a break that

gave him away. I have mentioned that the sermon had originally been used in behalf of G. and was now to be used for B. In my manuscript I had not erased the town of G. and entered B. The first time he came to the name of G. in the text he used it instead of substituting B. The blunder was probably not noticed by many of his hearers, but when he entered upon the frightful condition of a place that had been regenerated and was now a Christian community, many of the congregation who knew better began to prick up their ears. I nudged the sheriff and whispered an explanation. He was not only disposed to be convinced, but was much amused at the condition of things existing at G.

However, most of the congregation supposed the parson had got the names of two places mixed, and, though some looked at each other and smiled, no one dreamed of the real reason for the blunder. I felt at ease, for it was quite enough to cause the sheriff to make an investigation, and an investigation would reveal the plot.

While the collection was being taken up the sheriff led me round through a back door into the vestry. After pronouncing the benediction the rector of the church came in with the choir singing the recessional hymn, the spurious "myself" marching beside him. The sheriff had his eye on the latter when he first saw me and, seeing him start, did not want any better evidence of the truth of my story. When the amen had been chanted the Rev. Mr. Morrison made a dive for the door leading into the church, but his way was stopped by the congregation leaving their seats, and he was easily caught.

Such is the story of my seeing a rogue in the pulpit personating me and preaching my sermon. Had he not, instead of attempting to escape, confronted me with his previous assurance, he might have caused me temporary trouble in proving my case, but he knew well that his success depended on getting the collection before I could obtain a hearing, and when he saw me facing him with the sheriff he knew the game was up and he had but one chance—flight.

I remained till the evening service, when I told the story to the congregation and thanked them for their liberal offering to the cause, reminding them facetiously that at the time they were listening to the words I had written and were contributing to the object I advocated I was but just out of jail.

If She Were Here.

If she were here

To take my hand, and ask: "What is it, dear?"

She would not see the wrinkles on my face.

Nor note the silver where the gold had place:

Upon my faded lip she'd leave a kiss

And whisper, "Darling," and she would not miss

The vanished rose; or, if she did, would say,

"How you have ripened since I went away!"

The blemishes that others might despise

Would still be beautiful to Mother's eyes.

If she were here

She would not mind the changes. If a tear

Should fill my eye I know that she would see,

And give sweet consolation unto me;

Yet in her heart some things would little heed.

Knowing how much their discipline I need.

And so, I think, though heaven be not far,

And friends can see us even as we are,

They may be glad, like loving motherhood,

Because they know how all things work for good.

—*Cleveland News.*

A. G. C.

An Incident of the French Revolution.

BY MARTHA V. MONROE.

Antoine le Boeuf was a leader of one of the arrondissements into which Paris is divided, and when the great Revolution came on so far as his sway extended it was absolute. Jean Millet was a leader, too, but a Conservative. The Revolution was like a roaring stream, that gathered power as it sped on. Time came when those who had been instrumental in starting it lost their heads by trying to control it. Millet went into it hoping to reorganize the existing government. Before it finished its mad course its object was to get rid of the existing government and the class that supported it by means of the guillotine.

When order was restored under the directory, Le Boeuf, who had made bitter enemies during the period of blood running from having sent so many persons to the guillotine, found himself exposed to plots, hatched against him for purposes of revenge. One who

had lost a near and dear relative spent a long time in manufacturing a case of murder against him, had him arrested and tried. Millet presided as judge, and it was in his power so to instruct the jury that they must bring in a verdict of guilty or not guilty, as he chose. When it became his duty to do this, instead of at once addressing the jury he addressed the prisoner.

"Citizen Antoine le Boeuf, stand up!"

Le Boeuf, who was much broken by his troubles, could only stand by leaning on his daughter, a young woman perhaps 23 or 24 years old.

"Citizen le Boeuf, do you remember during the reign of terror one who at the time the Girondists were executed protested against their execution?"

There was no reply.

"Do you remember that you sent out an order for the arrest of that person, that he was brought before you and adjudged an enemy of the Revolution? He was confined in a room in your house—the prisons were too full to admit him—till he could be sent to the guillotine. He escaped and strove as before to keep the French people from committing political suicide by their murderous course. Tell me, Le Boeuf, do you remember that man?"

"Yes," moaned the prisoner, "I remember him."

All who heard the judge speak believed his words to be preliminary to a vengeance upon the accused. They supposed that he would in the end ask Le Boeuf if he thought that one who had sent so many to the guillotine should be spared from the guillotine, then instruct the jury that it was their duty under the law to bring in a verdict of guilty. The girl who sustained her father kept her eyes on the judge in a frightened, reproachful look, like the rest, dreading his final words.

"This man Millet, who was trying to stem the butchery of yourself and others, kept himself out of your way. You tried to get your hands on him by open means, but, failing, tried treachery. You sent for him on the ground that you wished to form a union between the Conservatives and the Radicals and desired

him as a representative man of the Conservatives to join with you to make the Revolution less bloody. Suspecting your design, he sent a man to meet you in a dark court, where you would not recognize him. He was seized and hurried away. But when the light shone on him you saw that it was you instead of I who had been tricked."

The prisoner trembled, but said nothing.

"And now, Antoine le Boeuf, you who on the bench—not the judicial bench, the bench of the Revolution—sent so many innocent persons to the guillotine, what do you think that I, a judge regularly appointed by the state, should do in your case?"

The prisoner bowed his head without reply, but his daughter in a trembling voice said, "You should be merciful, M. le Juge."

"No, mademoiselle, not merciful. Your father does not deserve mercy. But first I should be just. It has not been proved that the prisoner committed this murder with which he has been charged. But this is not my ruling motive. Gratitude is today stronger than justice—gratitude to you, who, when I was confined in the rear of your father's house while he was in the front sending men and women to the guillotine, came, and at the risk of yourself dying to save me, opened my door and conducted me to the street. It is my duty to instruct the jury in this case to bring in a verdict of not guilty, and it is my pleasure to give you your father's life."

When the judge was speaking the last words an impressive silence reigned in the courtroom. Mlle. le Boeuf ran to the judge and, kneeling before him, seized his hand and kissed it. Raising her, he turned to the jury and gave them his formal instructions that freed the prisoner. Then Le Boeuf tried to thank the judge; but, being unable to speak, he waved his hand to him and was led away by his daughter.

A part of the throng followed the released prisoner, and a part remained with the judge to express their interest in his conduct and their admiration for him. He became one of the prominent men under the Directory.

Such was a trial during a period of law and order. How different from those trials which were mere prefaces to murder!

A Little Greaser Girl.

BY F. A. MITCHEL.

A little Mexican girl (she might have been anywhere between 14 and 20; no one could tell because she was of the small kind) went into a saloon in Arizona to sell some little posies she had made of wild flowers for one cent each. A cowboy named Bucklin—a good-looking chap—bought one, for which he paid her a quarter and wouldn't take any change. Bucklin didn't like the way she looked at him when she thanked him. There was something in that glance that meant a suddenly born love. The cowboy knew something about these hot-blooded girls of the South, these greasers, and didn't care to have any of them fall in love with him. Either the love must be returned or the man loved was liable to have a tarantula put in his bed or a knife in his heart, or something of the kind.

After selling Bucklin the posy the Mexican girl went up to the bar and stood beside a big fellow—Jenks, who was about as bad a specimen as the country produced, and the bad ones were very bad—and asked him to buy a posy. Looking down and seeing the girl beside him, instead of buying a posy he gave her a cuff and, with an oath, told her to "git along." Bucklin didn't like to interfere, for in the first place he expected to either kill or be killed if he did, and in the second place he didn't wish to become the girl's champion, for if he did he might not get rid of her without trouble. But there was something in him that couldn't abide Jenks' act, and he sprang for him from behind and tumbled him on the floor. Then, holding him down with one hand, he whipped out his gun with the other and, pressing it against his cheek, said to him:

"I've done this for what you did to the girl. Your life is mine. I'll give it to you if you'll agree before these witnesses to keep the peace with me."

The man, knowing that it was death or consent, gave his word for peace.

There was an unwritten law in that part of the country that applied in such a case as this, and Jenks knew that if he killed the cowboy another cowboy or some other person would shoot him from behind. Being restrained from killing the cowboy himself, he concocted a scheme whereby someone else would do the job for him. He stole a horse and, leading it to where Bucklin was asleep alone by a campfire, picketed the animal beside him. Bucklin was tried by the vigilance committee and sentenced to be hanged, but the night before he was to be executed the little greaser girl collected a lot of vipers of a poisonous kind and, throwing them among the guard, scattered them, thus giving Bucklin an opportunity to light out.

But the end of the story is not yet. With femininedivining powers the greaser girl understood that Jenks had got Bucklin into the horse stealing trouble. One day while walking along a road she saw the body of a man lying on the ground. Since there was no hole in him she concluded he had died a natural death. A stroke of genius occurred to her. Taking out a little pistol she carried in her bosom, she fired a bullet in the dead man's brain, then took things she found in his pockets—there was quite enough to identify him—then awaited her opportunity to put them in Jenks' pockets. Having succeeded in this, she went off and told a citizen that she had seen Jenks murder a man and rifle his pockets.

The recipient of this secret told others, and several men went to where the body lay, then proceeded to Jenks and interviewed him. The visitors searched his garments, and Jenks was astonished at the result.

Unfortunately for Jenks, every one in that region wanted to get rid of him. The bullet hole in the dead man's head did not indicate that one of Jenks' enormous bullets had passed through it, but it was suggested that he might have screened himself by using a different weapon. And did not the articles that had been taken from the man's pocket prove the murder? For it was soon learned who the man was and that the things belonged to him. It has been said

that "the wish is father to the thought," and the same pertains to evidence. Everyone wished Jenks to be proved guilty so that he could be got rid of, and on this account there was little trouble in convicting him.

Meanwhile the little greaser girl went about selling posies, looking as innocent as a dove. Some who had seen the fracas in her behalf suggested that she put up a job on Jenks, but the idea that such a dull child could have invented such a plan was generally scouted. Jenks sent for her and begged her to own that she had lied. She looked more stupid than ever, but in her eye there was such a spark as may be seen in the eye of a serpent that is about to bite. Jenks implored her to spare him. He might as well have prayed to a wild beast of the jungle.

Jenks was hanged, and when the deed had been done there was great rejoicing. Bucklin, who was in hiding, heard of it and the greaser girl's connection with it. He was the only person who divined the truth. He fled, not from the accusation of horse stealing, for Jenks' demise straightened that out, but he didn't care to be loved by the little greaser girl.

Ormsby Versus Ormsby.

BY MARY BLOCKWELDER.

Fred Ormsby had a lot of theories in his head. One was that constancy meant want of novelty. For instance, he said suppose a woman is living happily with her husband; if a man more suited to her taste should come along and have access to her, her love for the former would fall before the attractions of the latter. As to her leaving the man she had married for the one she hadn't married, that was a matter of principle. Her love she could not control, but she could act as she pleased.

He went farther than this. He believed that a woman might be drawn away from her husband by an ideal or imaginary lover. Ormsby had married a wife who seemed to love him as well as he could desire. Instead of letting well enough alone he concluded to experiment upon her. Disguising his hand, he wrote her a love letter purporting to be from

one whom she did not know. He told her that he had loved her from the time when she was a little girl, though all the while from a distance. He would not for the world make himself known, for such a course after having written her of his love would be inexcusable. He admitted that he had no right to even inform her anonymously of his passion. He simply couldn't help it.

Ormsby mailed the letter to his wife so that she would get it when he was not at home. He argued that if she were not captivated by this unknown lover—a woman dotes on a mystery—she would at once turn the letter over to him to read. If she yielded to the siren song she would keep it to herself. All depended on this first impulse. He hoped that she would show him the letter as soon as he arrived at home, after she had received it. If she did not, she could gradually be brought under the spell.

When Ormsby went home that evening from business his wife met him at the door, as usual, for the accustomed marital kiss. But she said nothing about the letter. He felt a sudden chill about the heart. It is singular that we should wish to know what will give us pain when in ignorance we would be happy. Here was a man trying to win his wife away from himself by means of an imaginary lover, and when he won would be miserable. Mrs. Ormsby did not appear embarrassed or elated or depressed or mystified. She was simply the woman he had left in the morning.

Ormsby wrote another letter to his wife from her unknown lover, pretending to be much cast down at having addressed her, and begged that she would forgive him. He signed a fictitious name and gave an address where a reply could be sent. But if she did not think it proper to send a reply he would be obliged to be content, trusting to her forgiving nature.

Mrs. Ormsby did not reply to this note. She simply ignored it. Her husband did not notice any change in her. She did not seem dreamy or lackadaisical or depressed or elevated. But she said nothing to him about the letters. He concluded to try her once more, and

if she did not yield to his persuasive epistles he would abandon the attempt, confess what he had done and tell her how pleased he was that she had disproved his theory.

One day not long after the sending of this third letter he received a letter from an attorney stating that he (the attorney) was about to bring suit against him on behalf of a client for alienating the affections of said client's wife. If he chose to compromise the suit \$20,000 damages would be accepted, and much domestic bitterness would be avoided. The name of the complainant was not given.

Ormsby was thunderstruck. There was just one person in the world who might have cause to bring such a suit, and this affair had occurred before Ormsby had been married. Could it be possible that the woman, having quarreled with her husband, had said things to him to make trouble? When Ormsby went home that afternoon the shoe was on the other foot. He and not his wife was under fire. He was taciturn and that night slept but little. One thing he refrained from doing—he said nothing to his wife about the threatened suit.

The next day he telephoned the attorney from whom he had received the note asking what it meant. He found the plaintiff's counsel very reticent, the man simply stating that the affair would be better hushed up by a compromise of damages. Ormsby asked the name of the complainant, but the latter would only give it in his office, so an appointment was made for 11 o'clock the next morning.

When Ormsby met the attorney he was surprised to meet an old friend.

"What's the name?" asked the defendant.

"Ormsby."

"Ormsby! What Ormsby?"

"Frederick D."

At that moment Mrs. Ormsby stepped into the room, laughing, and continued the information.

"Frederick D. Ormsby sues Frederick D. Ormsby for attempting to alienate the affections of his wife."

"You found me out?"

"Of course I did. You couldn't disguise your handwriting from me. I would know the tails of your g's and your j's and your q's anywhere. But I'm ready to compromise. I want a pearl necklace."

"You shall have it."

The Trees' Party.

Our orchard gave a concert and a party for the trees;

The trees brought the birdies, and the flowers bro't the bees;

The birdies did the singing, while the bees just hummed a tune.

And the froggies in the little brook came in with their bassoon.

Old Mother Nature gave the trees new gowns, both rich and gay.

Of most becoming shades of green, with posies applique;

It was as gay a gathering as one would wish to see—

Bright colors flaunting gorgeously on pear and apple tree.

The concern was a swell affair; the orchestra was fine:

Breezes whispered to the branches and the branches kept the time;

But I've some shocking tales to tell—I'm blushing. I declare—

Bees boldly kissed the blossoms, and the blossoms didn't care!

A giddy robin redbreast flirted scandalous with a wren;

She simpered and looked modest, but she flirted back again;

And then a saucy bluebird, spick and span in brand new clothes.

Trilled out the sweetest notes of love to other birdies' beaux.

The leaves were green with envy as the love notes flew around;

Some grew so agitated that they fluttered to the ground.

Just here a gruff old bull frog, in discordant tones of bass,

Said to a little tadpole that she had a pretty face.

At this the tadpole wiggled, and the gossips, it is said,

Are sure the silly creature has a bad case of "big head."

The revelry grew wilder as the shades of night grew deep.

And then the whole creation went a-snoring fast asleep.

—SARAH BABBITT BUTLER, in *Our Dumb Animals*.

What of the Future?

BY CONCILIATOR.

It hardly seems credible that August, 1911, is two years gone, and that the amended scheme for dealing with questions affecting hours and wages, brought

about by the Royal Commission, will terminate in November, 1914.

That date may appear far off or our remarks rather premature, but it has to be remembered that twelve months' notice has to be given to amend or revise that scheme or any part of it. That means that such notice may be given on November 6, 1913, and from the different views as expressed by both the officials and the men, the members will soon have to give the matter their serious attention to be able to have their decisions ready for November next.

Many are more anxious to end the scheme than amend it, and, on the other hand, many advance the view, and undoubtedly are justified in so doing, that the scheme of conciliation as at present in vogue has undoubtedly been more beneficial to railwaymen than any previous scheme. Those for ending the scheme point out the serious cost it is to the society, and when they see that for seven years the cost to the society was nearly £40,000 there is something in their argument.

Without a doubt the original scheme of arbitration was a costly machine. First a program was sent in to the companies asking for certain concessions. A deputation generally attended before the board of directors or the higher officials, and after several hours' argument a point blank refusal would be given on all points, or the chief items would be shunted and a settlement offered the men by the conceding of a minor part of the program. The matter would then be referred to the Sectional Board, which meant a serious delay and the same result. The Central Board would then deal with it, which meant another long delay, and in the majority of cases no settlement. The final was then reached by arbitration, which it is hardly safe to mention to the rank and file, as after another tedious wait, collecting and tabulating particulars as to wages, etc., giving evidence before such friends of railwaymen as Lords Gorell, McDonnell, Cromer, Sir Edward Fry and others of the same clique, who in some instances granted 1d. a day, but for their own services charged £50 a

day, the men were about full up with conciliation and arbitration.

The present scheme is a greatly improved machine compared with the original. Failing a settlement being arrived at by the deputation and the company, the board is called together within a stipulated time. Failing an agreement being arrived at, the whole matter is referred to an independent chairman, whose decision is final.

It will be seen that one board is abolished completely, but the chief items are the saving of time and also the fact that in most cases the society's officials are secretaries and advocates of the men's side of the boards, and thus have recognition, whereas under the old scheme they only came in before the arbitration as the men's advocate.

One particular feature affecting this arrangement has often been brought to our notice.

As before stated, a program is submitted to the companies, and a deputation appointed by the men eventually attend before the officials to formally ask for the program, and, of course, argue the different items out. In some instances we know a settlement was arrived at, which, like every settlement, would please some and not the others. The task is an unthankful one, as it is placing a tremendous responsibility on the half dozen men who are perhaps representing a grade of 2,000. These men may be the pick of that particular grade, but if they arrive at a settlement which may be of benefit to any of them, the remarks of those who possibly may not benefit so much are the reverse of pleasant. "He ain't arf been looking after number one" is one of the first acknowledgments.

The results gained and not the men's intentions are what is looked at. The same remarks are applicable to the Conciliation Board delegates.

These men are again the pick of the men, but woe betide them if one grade obtains 2s. increase and another only 1s., especially if his grade is among the 2s. concessions. We are well aware that if these men cannot face honest criticism they should refuse to be nominated for

the positions. Several members of deputations and also members of different boards have expressed the view that after debating the different items on the program failing a full and complete settlement that the terms of settlement arrived at should be provisional, the same to be ratified or otherwise by the men themselves within a fortnight. This would throw the responsibility back on the men themselves, and would in some cases undoubtedly be more satisfactory.—*London Railway Review*.

United States World's Largest Dealer.

Since the American colonies threw off the galling yoke of English rule and became an independent nation "Uncle Sam" has been the largest real estate dealer the world has ever produced.

Instead of trading in a few town lots or an occasional 1,000-acre farm, the government has transacted a wholesale business, dealing in thousands of square miles, and on three separate occasions the transfers have involved more than 500,000 square miles each.

Commencing with the purchase from Napoleon in 1803 of what is known as the "Louisiana Purchase," a tract of 875,825 square miles, extending from the Gulf of Mexico to the Canadian border and from the Mississippi river to the Pacific Ocean, for which \$15,000,000 was paid, the United States has bought land whenever opportunity presented itself, until no European power owns a square foot of territory on this continent, with the single exception of England, which still retains her Canadian possessions.

Originally the English colonies were supposed to extend from the Atlantic to the Pacific coast, but in reality no effort was made by them or the mother country to occupy any part of the unknown country west of the Mississippi river. Even their attempts to expand beyond the Alleghany mountains were strenuously and successfully opposed by the French for many years.

By virtue of owning land on both sides of the mouth of the Mississippi, Spain claimed control of that river, thus shut-

ting in without an outlet all the country west of the then impassable mountains.

Later Spain was forced to cede the Louisiana territory to France, but her sovereignty lasted a comparatively short time. When Napoleon had become so involved in wars that he stood alone against the whole of Europe he saw the utter impossibility of protecting his American possessions against the superior navy of England, and gladly seized upon the opportunity to rid himself of something he could not hold and at the same time put 15,000,000 gold dollars into his coffers in Paris. Mr. Jefferson, President of the United States, no less gladly accepted the chance of acquiring the territory at an almost nominal cost, and at the same time taking the first step toward what afterwards became known as the Monroe doctrine, "America for Americans."

This territory of 875,825 square miles, nearly 18 times as large as the State of New York, contains the great gold, silver and copper mines of the Black Hills and the wonderful prairie lands which have become the granary of the Old World. For this rich country the United States paid 2½ cents per acre.

Our next royal customer was Ferdinand VII of Spain.

Having squandered his ready cash in vain attempts to regain his South American possessions, he was sadly in need of money to keep up his dissipated court and licentious indulgences, which had cost his country so dearly in men, morals and money.

Ferdinand's minister of finance having exhausted every source from which funds could be procured, suggested the sale of the "Land of Flowers," Florida, as a last resort. Negotiations were immediately entered into with the United States, which resulted in the transfer of this jewel from the Spanish crown to the starry field of the Union flag. Thus, for \$5,500,000, sufficient to enable Ferdinand to continue his extravagant pleasures for a brief period, Uncle Sam became the possessor of 70,107 square miles of territory, and one more European thorn was withdrawn from North America.—*Cleveland News*.

Joint Agreement Between the B. of L. E. and B. of L. F. & E.

The following joint agreement was formulated and adopted at a meeting of committees representing both Orders, held in Chicago, May 5 to 17, 1913, and adopted by the delegates to the B. of L. F. & E. convention held in Washington, D. C., in June, 1913, which reads as follows:

Article I. (a) We affirm the right to make and interpret contracts, rules, rates and working agreements for locomotive engineers shall be vested in the regularly constituted committee of the Brotherhood of Locomotive Engineers, and, conversely, the right to make and interpret contracts, rules, rates and working agreements for locomotive firemen and hostlers shall be vested in the Brotherhood of Locomotive Firemen and Enginemen: Provided, that on roads where but one organization has representation or maintains a committee, such organization shall have the right to negotiate schedules for all men in engine service.

(b) Where joint agreements are made in the future the two committees shall endeavor to obtain yard engineers' rate of pay for hostlers required to make main line movements, and when such rate is obtained these positions shall be filled by engineers as fast as vacancies occur.

Article II. In case of a dispute between the two organizations which the joint committees or officers placed in charge thereof fail to adjust, the matter shall be referred to the two Chief Executives, with a statement of the facts upon which each side base their contentions. The two Executives shall consider and decide the matter in controversy and their decision shall be final. In case the Chief Executives fail to agree the matter shall be submitted to arbitration and the decision of the arbitrators shall be final. When a decision has been reached as above provided, both organizations shall unite in enforcing such decision.

Article III. The right of an engineer, fireman or hostler to seek membership in either or both of these organizations, in

accordance with their respective laws, is conceded: Provided, that members who belong to both organizations shall not be permitted to serve on the local or General Committees of Adjustment, or local or Joint Protective Boards.

Article IV. Engineers or firemen in actual service, members of both organizations, shall be required to pay all dues and assessments required of members of each organization.

Article V. (a) When a member of either of these organizations has been expelled for any cause, except non-payment of dues and assessments, the lodge or division shall notify the other organization of such expulsion together with a statement of the cause.

(b) A member or an ex-member of either of these organizations shall not be admitted to membership in the other until he is square on the books of the organization to which he has originally belonged.

Article VI. In case of a strike involving both organizations each man shall receive benefits from the organization having jurisdiction of the class of service in which he is engaged; the engineers from the Brotherhood of Locomotive Engineers, and the firemen and hostlers from the Brotherhood of Locomotive Firemen and Enginemen, under their respective laws. No man shall receive strike benefits from both organizations.

Article VII. (a) The right of any engineer, fireman or hostler to have the regularly constituted committee of his organization represent him in the handling of his grievances, in accordance with the laws of his organization and under the recognized interpretation of the General Committee making the schedule involved, is conceded.

(b) In case either organization shall make an issue and declare a strike independent of the other organization, whether there is a joint working agreement or not between the committees, the organization making the issue will not order a strike of its members who are working under an agreement made by

the other organization, and it shall be understood that should the Brotherhood of Locomotive Engineers order a strike it will not require its members who are firing to quit their positions as firemen, and if the Brotherhood of Locomotive Firemen and Enginemen shall order a strike it will not require its members, who are running engines, to quit their positions as engineers.

(c) When a strike is called by one organization the members of the other organization shall not perform any service that was being performed, before the strike was called, by the members of the organization who are on strike.

(d) When a member of either organization has a grievance which the local committee of his organization is unable to adjust with the local officers of the company, the matter shall be referred to the two General Chairmen, who shall unite and work jointly in handling such grievance to its final conclusion.

(e) In case of any dispute between the two organizations that is finally decided in favor of either organization as against the contentions of the other, or in case any General Chairman or General Committee fails or refuses to act jointly with the General Chairman or General Committee of the other organization, the organization in whose favor the decision is made shall not be limited in its power to enforce the decision made in its favor by the limitations of paragraph (b) hereof.

Article VIII. When any grievance has been handled by a committee of one organization, except jointly as herein provided, it shall not thereafter be handled by the committee of the other organization.

Article IX. The principle of joint schedules for engineers, firemen and hostlers is affirmed, and it is the recommendation of this Committee that joint meetings of the General Committees on every system of railroad be arranged for in future schedule negotiations. The policy of joint action herein subscribed to shall also apply to concerted wage movements.

Article X. (a) Firemen shall rank on the firemen's roster from the date of their first service as firemen when called for such service, and when qualified shall be promoted to positions as engineers in accordance with the following rules:

(b) Firemen shall be examined for promotion according to seniority on the firemen's roster; and those passing the required examination shall be given certificates of qualification, and when promoted shall hold their same relative standing in the service to which assigned.

(c) If for any reason the senior eligible firemen are not available and a junior qualified fireman is promoted and used in actual service out of his turn, whatever standing the junior fireman so used establishes shall go to the credit of the senior eligible fireman. As soon as the senior fireman is available he shall displace the junior fireman, who shall drop back into whatever place he would have held had the senior fireman been available and the junior fireman not used.

(d) As soon as a fireman is promoted he will be notified in writing by the proper official of the company of the date of his promotion, and unless he file a written protest within sixty days against such date he cannot thereafter have it changed. When a date of promotion has been established in accordance with regulations, such date shall be posted and if not challenged in writing within sixty days after such posting, no protest against such date shall afterwards be heard.

(e) No fireman shall be deprived of his rights to examination nor to promotion in accordance with his relative standing on the firemen's roster, because of any failure to take his examination by reason of the requirements of the company's service, by sickness, or by other proper leave of absence: Provided, that upon his return he shall be immediately called and required to take examination and accept proper assignment.

(f) The posting of notice of seniority rank, as per section (d) shall be done within ten days following date of promotion and such notice shall be posted.

on every bulletin board of the seniority district on which the man holds rank.

(g) Firemen having successfully passed the qualifying examination shall be eligible as engineers. Promotion and the establishment of a seniority date as engineer, as provided herein, shall date from the first service as engineer, when called for such service.

Note:—On roads where promotion is to road service only, promotion and establishment of seniority date as road engineer will obtain.

(h) The seniority date of a hired engineer shall be the date of his first service as engineer.

Article XI. (a) When, from any cause, it becomes necessary to reduce the number of engineers on the engineers' working lists, those thus taken off, who have been promoted from the ranks of the firemen on any seniority district may, if they so elect, displace any fireman their junior on that seniority district, under the following conditions:

First—That no reductions will be made, so long as those in pooled or chain-gang freight service are averaging the equivalent of 3,000 miles per month; or, on the road extra list, are averaging the equivalent of 2,200 miles per month, or those on the extra list in switching service are averaging as much as 22 days per month.

Second—That when reductions are made, they shall be in reverse order of seniority.

(b) When hired engineers are laid off on account of reduction in service, they will retain all seniority rights: Provided, they return to actual service within 30 days from the date their services are required.

(c) Engineers taken off under this rule shall be returned to service as engineers, in the order of their seniority as engineers, and as soon as it can be shown that engineers in pooled or chain-gang freight service can earn the equivalent of 3,500 miles, or in extra service the equivalent of 2,600 miles per month.

(d) Under this rule it is understood that after all engineers who have been

taken off have been returned to service as engineers this rule shall not apply with respect to further additions.

(e) It shall be the policy of both organizations, when working jointly, to insist upon having a guaranteed monthly wage of not less than \$100 for all extra engineers and not less than \$65 for all extra firemen retained in service, and when a minimum wage is guaranteed no reductions in the force will be insisted upon by either organization.

Note:—In making reductions and replacing firemen upon the service lists, the same mileage shall apply as in the case of engineers, except that the rules shall not apply to firemen in switching service.

Article XII. (Proposed joint working agreement for the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen):

(a) For the purpose of securing better wages and better working conditions and affording protection to their members, it is hereby agreed that the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen on the . . . railroad will work jointly.

(b) When the committees have been convened jointly they shall first proceed to the election of a Chairman, Vice-Chairman and Secretary from among their members. If the Chairman is elected from one organization the Vice-Chairman and Secretary shall be elected from the other. The duties of the Chairman shall be to preside at the meetings of the joint committee and in his absence the Vice-Chairman shall preside.

(c) The powers and duties of the Chairman or Vice-Chairman shall be purely parliamentary, and they shall hold office only for the session for which elected. The two General Chairmen shall conduct the hearings with the officials of the company, and shall have charge of the committee when not in joint session, sharing equally in this work.

(d) It shall be the duty of the Secretary to keep a true and correct record

of the proceedings, which shall be read each day, and at the close of the session, for which he was elected, he shall furnish each committee with a copy thereof.

(e) Having elected officers as above, the two committees shall meet jointly and deliberate upon all questions that may be presented in accordance with and subject to the laws of the respective organizations.

(f) All questions may be disposed of by a majority vote of the members in the committee of the whole, but either side may, by a majority vote of its members, demand an organization vote, in which case each organization shall have but one vote regardless of its numerical strength. In case of a deadlock due to one organization voting against the other, the matter may be further considered and should neither side recede from their position, the chairman, acting in conjunction with the vice-chairman, shall appoint a conference committee, composed of an equal number of members (not to exceed three) from each organization to consider and propose a solution of the question.

(g) After the committees in joint session have completed the draft of a proposition to be submitted to the company, it shall then be approved by an organization vote. Should it fail to receive the necessary approval, the chairman will appoint a conference committee, which will make modifications in accordance with the views of its members.

(h) When committees have arranged to work jointly, neither chairman or committee will be permitted to go to the office of the railroad with which they are negotiating without the other chairman or committee; and neither committee shall effect a settlement of the matters in negotiation without the knowledge and consent of the other.

(i) In accordance with the Chicago agreement, neither general chairman shall take up a case of any kind without the assistance of the other, but this does not necessarily mean that both chairmen shall be present at every conference on the different cases, it being understood that either chairman has the right to

designate his vice-chairman or the chairman of the other organization to represent him. This is not intended to permit the chairmen to work independently of each other, but is for the purpose of expediting the work and to reduce the expense, it being expressly understood that both chairmen shall be present when any case of importance is to be adjusted.

(j) In case of voting to make an issue the committees of each organization shall vote on the question in accordance with their respective laws, and shall immediately communicate the results of the vote to the committee of the other organization. If the committee of either organization shall fail to vote in favor of making an issue, the other organization shall not be barred from making an issue alone.

(k) When a vote of the membership is taken, each organization will poll its members in accordance with its own laws, on a ballot with a blank space for the members to indicate the service they are performing.

(l) When the result of the vote is known, each organization will communicate the result to the other; and, should either organization fail to give the necessary strike vote, the other shall not be barred from making the issue in accordance with its own laws.

(m) When the two committees have formed a joint committee they shall thereafter work jointly, electing a chairman, a vice-chairman and secretary at each session (this not to apply in case of a recess), and will not cease to work jointly by reason of any disagreement or deadlock until the question has first been submitted to the Chief Executives, as provided in the Chicago agreement, and their decision rendered thereon.

(n) These rules may be modified or amended by a two-thirds vote of the members of the joint committee in order to meet local conditions, and subject to the approval of the two Chief Executives.

Article XIII. (a) Where jurisdiction over hostlers is transferred to the Brotherhood of Locomotive Firemen and Engineers, and where jurisdiction over men run-

ning switch engines is transferred to the Brotherhood of Locomotive Engineers, the rights that have been acquired and practices now in effect for the men under the jurisdiction of the organization from which jurisdiction is transferred shall be preserved by the organization to which jurisdiction is transferred.

(b) It being further understood that "fixtures" in yard service shall not be displaced by road engineers during periods of business depression.

Article XIV. Laws of either organization which interfere in any manner with the proper execution of this agreement shall be so amended as to avoid confliction therewith.

Article XV. This agreement shall not be amended, revised or annulled until after thirty days' written notice has been served by order of the convention of either organization.

RECOMMENDATION.

That it is the sense of this body that this agreement be not made public until after it has been presented to the next convention of the Brotherhood of Locomotive Firemen and Enginemen, to be held in Washington, D. C., in June, 1913.

RESOLUTION.

It shall be the policy of both organizations, acting through their general committees on each railroad, to open negotiations with the proper officials of such railroad for the purpose of securing their co-operation in placing in effect the rates of wages and rules of employment agreed to herein: Provided, that provisions of notice in existing schedules and laws of both organizations will be observed in reopening schedules to accomplish this purpose.

DATE EFFECTIVE.

This joint working agreement between the Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen and Enginemen, if ratified by the Twenty-sixth Convention of the Brotherhood of Locomotive Firemen and Enginemen, shall become effective July 1, 1913.

Agreed to for the Board of Locomotive Engineers:

W. S. STONE, G. C. E.
M. W. CADLE, Asst. G. C. E.
M. E. MONTGOMERY, Asst. G. C. E.
J. L. BYWATER, Committee.
T. J. HOSKINS, Committee.
JOHN MEEKS, Committee.
M. J. FLANNERY, Committee.

Agreed to for the Brotherhood of Locomotive Firemen and Enginemen:

W. S. CARTER, President.
TIMOTHY SHEA, Asst. President.
E. A. BALL, 1st Vice-Pres.
O. A. DILLON, 2nd Vice-Pres.
A. PHILLIPS, 3rd Vice-Pres.
C. V. McLAUGHLIN, 4th Vice-Pres.
P. J. McNAMARA, 5th Vice-Pres.
WALTER D. MOORE.
C. J. GOFF
O. D. HOPKINS.
D. W. SMITH.
H. M. WALKER.
J. C. CLARK.
G. W. LEWIS.
A. J. KAUFFMAN.
O. W. KARN.
D. B. ROBERTSON.
S. A. BOONE.

"Tender Memories."

Kiss mother good night, little darling,
And then go to the land of sweet dreams.
Gentle angels, watch mother's baby
While it wanders through meadows so green.

Oh! for the sweet days of young childhood
And to feel mother's arms once again,
Clasped so tenderly around me
And to hear that dear sweet refrain.

Oh! to be held for a moment
Once again in her dear fond embrace.
And to feel her sweet lips pressed so tenderly
To my brow as she looked into my face.

Kiss mother good night, little darling
And then go to the land of sweet dreams.
Gentle angels, watch mother's baby
While it wanders through meadows so green,

Ah! dear loved ones, please answer,
What would you give just to hear
Once again mother's gentle soft whisper,
Kiss mother good night, little dear?

—CHAS. D. WILLIAMS.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

To H. J. Sinclair.

With the author's regrets.

My dear Harry, I just got your letter;
Indeed, you're a good-natured chap.

Since reading, I feel so much better.

And Sweetness now sits in my lap.

She smiles when I strike up a chorus.

And then in the next breath she weeps.

But we ne'er thought that troubles before us,

Would plunge us in misery's deeps.

You ask if I'll go to the Meeting

I will not; I tell you the truth.

I know I would get a big greeting.

But, Harry, I'm not in my youth;

When I think of the crowd I get longing.

But health will not come at my call,

As the boys and the girls will go thronging

With their light hearts, to dear Montreal.

I now go to church every Sunday.

And send a few prayers up to God—

They would sound just as well upon Monday—

They soar from the sun-spangled sod.

And He in His mercy and glory.

Will not deal us grief when we're dead.

He will pardon men wrinkled and hoary.

For many a light word, we said.

Get your grip in your fist and tell Molly,

Away to the meeting to glide.

When she gets on the road she'll feel jolly.

As graceful she moves at your side.

You will both behold mountains of pleasure,

And faces you oft' saw before.

And joy in a big flowing measure.

You will quaff ere the meeting is o'er.

SHANDY MAGUIRE.

Jacksonville Union Meeting.

INDIANAPOLIS, IND., June 18, 1913.

EDITOR JOURNAL: In the latter part of April a union meeting was held at Jacksonville, Fla., to which came Brothers and Sisters from all over the United States; and a happy and profitable union meeting it was to all who attended. We know that this was one of the union meetings which was a success all around, and if there were more of these meet-

ings our Order would greatly profit thereby. Attending Brothers and Sisters from Div. 492 were: Wm. Rother and wife, Mrs. Brown, H. McHale and wife, H. Sefton and family, Mrs. Pearl Nicely, Mrs. E. Z. Albaugh, Mrs. George Taylor and Bro. T. McDermit. All were well pleased with their trip; they also made the trip to Cuba, which was a delightful trip across the great water. The hospitality and courteous reception given us at Miami by the people of that city could not be excelled by king or prince. Conveyances were furnished for all our party; large fine automobiles with room to spare carried the whole delegation on a drive out from the city and surrounding country, a distance of nearly 45 miles. The roads were fine, the scenery delightful, and the ocean breezes refreshing. On our return a bounteous luncheon was served. What more could be done for our comfort—not a stone left unturned—and who did this? The people of the city of Miami; the Board of Trade were in the lead and engineered the engineers and their wives in and around the city. These people are greatly to be praised, for their arrangements were carried out to perfection. Not a mistake made; every move was made like clockwork. We, as Brothers of Div. 492, want to tender these people of Miami a vote of thanks for the splendid manner in which they handled our large delegation, and hope we may have the pleasure of meeting you again in some kind of union meeting at Miami, Fla. Fraternally,

J. M. BEGGS, Cor. Sec.

Eight-hour Day.

STUEBENVILLE, O., June 29, 1913.

EDITOR JOURNAL: Brothers, we have been reading in our JOURNAL for some three or four years now relative to an eight-hour day for the yard engineer. There have been many good, sensible and sane things said, but so far as I can see, or have been informed, there has been nothing done except a Brother writing a short item now and then, asking the editor to find room for his letter in the columns of the JOURNAL.

The only way in which I can see that

any good will ever come from the question is for every Brother that is running a yard engine to put his shoulder to the wheel and lift and push until we get something started. We don't only want eight hours for a day's work, but we want to put all our energy into having time and one-half for all overtime. I am also much in favor of double time for Sunday work. A great deal of the Sunday work now required could be easily dispensed with, and if it had to be paid for at the double time rate there would be much less Sunday work.

Under present conditions it is an impossibility for the yard engineer to remain at home and enjoy the comfort and freedom and companionship of his family and attending church with them.

Many an engineer who is now an ungodly man would attend the house of God and would become a better citizen, husband and parent than it is possible for him to be now. Brothers, is it possible for the men who have to work seven days in the week to give to their children the training they have a right to receive? I answer no! Hence many of their progeny go wrong and are lost to virtue.

No free man should be required to keep his place on the engine 10 long and weary hours under the heat of a summer day or the bitter cold of a wintry day. I speak with some feeling because of my own experience. To get to my engine I must leave home at 4:30 a. m., take a trolley car for three miles, and then walk almost a mile to the roundhouse so as to get to work at 6:00 a. m. My duties hold me generally till 5:30 or 6:00 p. m., making it impossible for me to reach home before 7:00 or 7:30 p. m.

Sum it up, Brothers, and you will see I have been on the go for at least 15 hours and 30 minutes. This is more than any other man is required to do that belongs to organized labor and paying money into the organization for benefits and protection.

There cannot be too much said or done on this subject, in my opinion, and it is my most sincere hope that there will be an eight-hour day established for yard work at our next convention.

G. A. SIREs, Div. 360.

Delightful Trip Over East Coast Railroad to Havana, Cuba.

ALBANY, N. Y., June 23, 1913.

EDITOR JOURNAL: A few of our party of 978 on our return from Havana, Cuba, left Jacksonville, Fla., May 4, 1913, at 11:30 a. m. for Tampa, Fla.

The ride was very pleasant all the way for 211 miles. We passed by many orange groves, pecan trees, palm trees, and many fields of oats cut and in shock, potato tops in bloom, corn in tassel, and all kinds of garden truck ready for the market.

The country is well watered by many lakes and marshes. Lochloosa is a very large lake, and the trees, about all kinds, are covered with southern gray moss, which gives them a weird look.

Many things were seen and noted by our party that are not seen in the open country in the North, which made the route more enjoyable.

Arrived at Tampa, Fla., 6 p. m., May 4. Bro. James M. Ashman was at the depot to receive us and escort us to the Hotel Royal, a fine hotel. Everyone visiting the beautiful city of Tampa should stop at the Hotel Royal for comfort.

Here are the names of our party. If I have missed any I trust they will pardon me: Bro. James M. Moyer, wife and daughter; Bro. D. B. Hendricks, wife and daughter; Sister Anna A. Buck, Bro. Wm. H. Lavenburg and wife, Bro. E. S. Bowers and wife, all of Philadelphia, Pa.; Bro. D. E. Thurston, wife and daughter, of Carnegie, Pa.; Bro. Wm. H. Shephard and wife, of Boston, Mass.; Bro. G. B. Houston and daughter, of Jersey City, N. J.; Bro. Samuel Kennedy and wife, of Niagara Falls, N. Y.; Bro. E. A. Litts and wife, of Sioux City, Ia., and Bro. Marquis L. Collard, of Albany, N. Y.

Bro. James M. Ashman escorted our party to Smith's Dairy Kitchen, the best in the land. After dinner Brother Ashman guided us to the Hillsborough Bay and De Soto Park where there is a nice dancing pavilion. All the palmetto trees were full of gray moss. We went out on the pier to view the fireworks.

May 5th all of our party were given an automobile ride around the city through

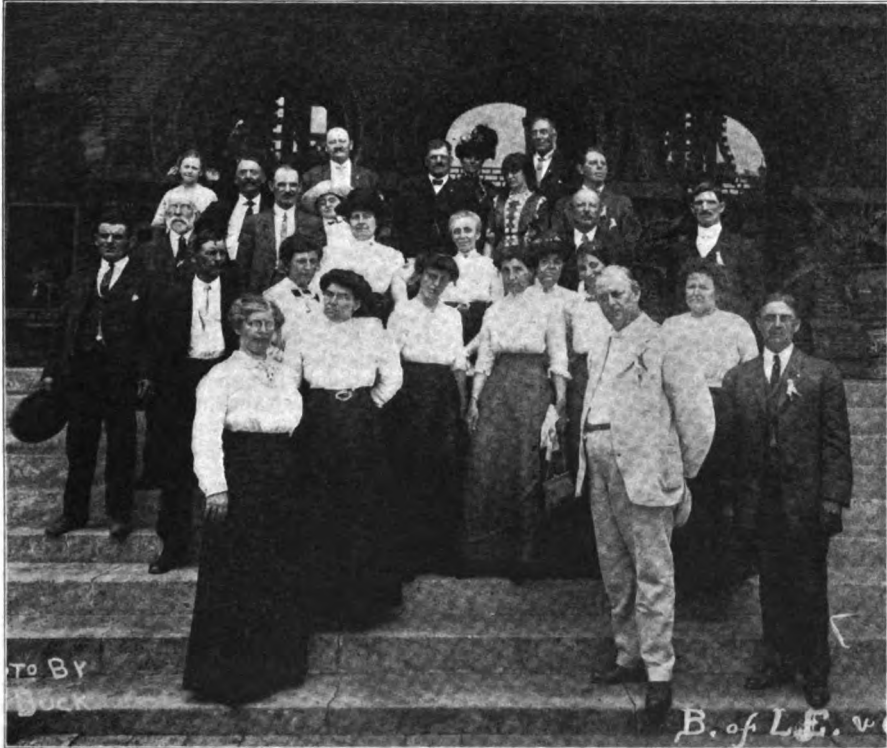
the courtesy of His Honor, D. B. McKey, Colonel T. C. Wier and Bro. James M. Ashman.

The streets are well paved and clean and beautifully lighted at night. New streets are laid out and new buildings erected very fast. There is a strong sea wall built along the river drive.

Tampa has a good land-locked harbor; about 22 feet of water in Hillsborough River and Tampa Bay. The sandsuckers

Cigar factories are numerous, and I was told the output is over a million cigars daily.

In the afternoon of May 5th all of our party were invited to Mayor McKey's office. We were received by His Honor very graciously. After the reception he walked with us to the Tampa Hotel, built by the late Henry B. Plant. Were told the cost of building the hotel was \$3,000,000 and \$2,000,000 to furnish it.



GROUP OF MEMBERS OF THE B. OF L. E. AND G. I. A.

—Courtesy Bro. M. Callard, Div. 14.

have taken the mud and sand out of the bottom of the bay and river and thrown it up on marshy land, and a retaining wall will be built to hold its banks in place.

The population is about 61,935. There are many beautiful bank buildings. I was taken on top of the Citizens' Bank & Trust Company's building by one of the attaches of the bank, and a beautiful view of the city, harbor and surrounding country can be had from the top of this building.

We had a photographer with us, and Hon. Mayor McKey, with our party, grouped together at the main entrance of the park and had our pictures taken. Two of Tampa's councilmen were with us, Hon. E. R. Murray and Hon. N. Di Maggio.

We were told it is just one mile around the outside of the Tampa Bay Hotel. It is 1,600 feet long and the hall inside is 1,100 feet. There are 680 guest rooms.

Here we separated and a few of us went to the sulphur springs, five miles

from Tampa. It is said no one has been able to find the bottom. It flows 50,000 gallons a minute. The diameter of the spring is about 100 feet.

May 6th we went to Ballast Point, a summer resort. The bay is very wide and there is a nice bathing beach. I was told why this is called Ballast Point. Many years ago vessels used to come here and discharge their rock and sand ballast, and it has retained the name of Ballast Point ever since.

Returned to the city for dinner and went to the Hotel Royal, joined our party and left the beautiful city of Tampa at 1 p. m. for Jacksonville, Fla. And here I am, the only one that is left of the 978 that I have met many times at this delightful union meeting—one of the best I ever attended. There was not a thing to find fault with. Bro. R. M. Sparkman, chairman, and his committee of arrangements deserve great credit for making this union meeting a success.

We have a kind word for Bro. James M. Ashman, of Tampa, Fla., for his thoughtfulness in making our short stay in the beautiful city of Tampa a pleasant one. MARQUIS L. COLLARD, Div. 46.

Industrial War.

BY J. W. READING.

For more than four months the machinery of nearly three hundred silk mills in Paterson, N. J., has lain idle. The workers who left their positions on the 25th of February last are nearly all affiliated with the Industrial Workers of the World.

A struggle is on that is of momentous importance, not only to the owners of the Paterson mills but to all branches of organized labor, particularly all orders connected with the American Federation of Labor.

The strike has cost Paterson and the textile manufacturers hundreds of thousands of dollars. The 25,000 idle workers declare they will starve before they will return to their looms defeated, and the operators say they will go out of business before they will yield to the demands of the strikers.

This fight at Paterson ought to interest every intelligent American worker, not so much as to whether those people have a cause to strike but whether the class mixed up in the affair should be encouraged or sat upon by all other organized laborers, and whether invested capital would not surely be steering its boat for the rocks did they encourage a settlement in favor of the I. W. W.

There is more at stake in this strike than the demands of the strikers for higher wages and shorter hours. It means that a victory for the I. W. W.

would eventually bring about public ownership of the industries of our country through the exercise of political power.

The I. W. W. make no bones of their intentions. They openly tell what they are going to do with capital, as well as what they will do with other labor organizations.

Significant are the following excerpts from the Industrial Workers of the World preamble:

"The working class and the employing class have nothing in common. . . . Between these two classes a struggle must go on until the workers of the world organize as a class, take possession of the earth and the machinery of production and abolish the wage system."

The I. W. W. has for catchwords the following:

"One big union." "One for all and all for one." "To every man belongs the product of his labor."

The last appeals to the more ignorant working classes with a greater force than the slogan of the American Federation of Labor, "A fair day's wages for a fair day's pay."

An effort has been made by the A. F. L. to wean the strikers away from the I. W. W. and settle the dispute by arbitration, the manufacturers having declared their willingness to ~~transact~~ with the A. F. L., which they, the manufacturers, now term a far more conservative body. The effort, however, has been a dismal failure so far.

The employers realize as keenly as their opponents the significance of this struggle. To them it is a fight for existence. Some manufacturers have already been forced out of business and more failures are expected.

Both sides of the struggle realize that it is a crucial test. To the Industrial Workers of the World failure means a severe set-back to their program for the capture of the country's industries. To the manufacturer failure means the granting of conditions, they declare, that would spell ruin.

I have often wondered what would have been the results with the railway brotherhoods had the American Railway Union won out in 1894.

Previous to the organization of the A. R. U. the railway companies thought the brotherhoods a very serious handicap to their corporations, but they soon termed them conservative bodies as compared with the rank and file of the A. R. U.

It is the opinion of the writer that the I. W. W. is a far more dangerous organization than it would have been possible to have made the A. R. U. There is a far greater majority of ignorant workers now in the I. W. W. than it would ever

have been possible to have taken into the A. R. U.

Many of our Brothers lost good positions in the 1894 trouble, and it behooves every one of us to fight any other labor organization that would disrupt our Brotherhood, along with all other labor bodies, and bring disaster to the commercial industries of our country.

We were "asleep at the switch" in 1894. We should not let our sympathies for the cause of the Paterson strikers blind our eyes to the possible outcome should they win in this fight.

There is, or at least ought to be, no place on American soil where the policies of the I. W. W. should be tolerated. The intelligent, patriotic citizens cannot and will not stand for the theories advocated by a class who would tear down the very foundation of our government.

Governor Brown and Union Labor.

BY T. J. HOSKINS, CHAIRMAN TENNESSEE LEGISLATIVE BOARD.

Under the heading "Compulsory Arbitration Necessary," Governor Joseph M. Brown, of the State of Georgia, in a message to the legislature of the State, published in the *Atlanta Journal*, under date of June 25, discusses the question of labor disputes and their general effect upon the public. The discussion of the subject, together with proposals for employing the militia, occupied almost a page of the paper, and is therefore too lengthy to be reproduced.

Some of the points raised are fundamental, and are in no sense confined to the State of Georgia. The inspiration for the discussion seemed to be drawn from the fact that there was a strike of certain of the employees on the Georgia Railroad, and another strike of certain of the employees on the Augusta Street Railway, which resulted in the taking of the life of three men by the State troops.

The Governor shows that for a time the public was denied the use of these common carriers, and then shows the population of the city of Augusta to have been 41,040 at the last census, and that 582,182 people were served by the Georgia Railroad. The conclusion was reached that the right of the public was transgressed, and that the strikes should not have occurred. No stress was placed upon the question as to whether there was merit in the contentions of either party.

It is regrettable that a subject so important and far-reaching was not discussed in a manner entirely free from animosity and political bias. The humor in which the discussion was conducted may be illustrated by the following paragraph:

"If the State not only authorizes these unions, or combinations, to exact higher wages than others receive, but also permits them by authority of law or by winking at their violations of it to hold up the general public and rob it of the facilities for transportation, then she can not claim the right to protect any farmer or other person employing labor against his employees who might strike and proclaim to him that nobody else should work his crop for him; that if he hired any other employee, they would burn his dwelling and barns, and, if needs be, kill him and his new employees to establish their supremacy over him and his property."

It can scarcely be denied that this statement is inexcusably severe. If it were a mere hypothetical speculation, it would not be of any grave importance; but it too clearly hints a charge that the laboring man wrongs someone else when he, by means of his union, secures better wages for himself and his family; and it goes to a regrettable extreme when it breathes an assumption that the laboring men stand ready to burn and kill.

There was a time when men were denied the right under the English law to unite in an effort to advance their wages, but it no longer obtains. The rule under which we are now governed is that no man is a criminal until he commits a crime; and therefore those men who unite to make their wages better, are no more criminals than the business men who unite their capital and their energies to facilitate business enterprise.

We concede the right of the farmer to employ scientific methods of agriculture, to lay out his fields with a view to having the best yield, and then to market his products in such a way that he may receive the largest return for his effort. And there can be but little difference in the right of the laborer who owns no land and has no capital to invest, to employ whatever lawful means he can to have his labor bring the best return in the form of his daily wage.

His Excellency removes all obscurity of meaning by the employment of detail in his argument. He gives the number of employees in railroad service in the State, and the increase in wages, which he charges against the unions. Figures were given to show that there were employed on railroads in the State of Georgia, in the year 1908, 34,809 men, and that in 1912 there were 39,691. In the year 1912 there was paid in wages to the railroad employees \$5,771,104.93 more than in 1908. This being to a larger number of men, it was shown that if the number of employees had been the same, the wage increases would have amounted to \$3,668,725.21. This was an average

increase of \$105 to each employee per annum.

The Governor quotes from the report of the Railroad Commission of the State of Georgia as follows: "The commission has taken ten trunk line roads in the State, to wit: the Southern, the Seaboard, the Atlantic Coast Line, the Louisville & Nashville, the Georgia Southern & Florida, the Georgia Railroad, the Atlanta & West Point; the Atlanta, Birmingham & Atlantic, the Central of Georgia, and the Western & Atlantic, and their wage accounts show that they paid in 1912 to the same number of employees as in 1908, in wages, \$2,604,794.90 more than in 1908.

"The individual wage scale further shows that by far the largest increase in wages has been paid to employees belonging to labor unions, such as engineers, firemen, conductors, train hands, etc."

Upon this the Governor comments as follows: "In other words, while the average increase to each of the 34,809 employees in 1912 over 1908 was \$105 per annum, the average increase to each member of a labor union was larger by far, in some instances doubtless approximating \$300 or more.

"Hence we are brought face to face with the fact that these unions, or combinations of employees, not only on public service corporations but, as is generally known, on practically all other corporations, have forced their wages up above those received by workmen in all other departments of life who have not formed these aggressively militant combinations. Tens of thousands of other citizens who are not in these unions, therefore, are confronted by the fact that the unions are levying a tax upon them to the extent that they are forcing from the employers an inequitable proportion of the wages paid to the general classes in the State."

These quotations show that there was something more in the mind of the Governor than merely laying before the legislature the fact that there had been a strike on the street railway in Augusta and on the Georgia Railroad, and that these strikes had been attended by disturbances. There is, with but little concealment, a disapproval of the fact that the unions have increased their wages; and not only that, but there is an assertion that the increase is in the nature of a tax levied upon the other classes in the State.

No proof is introduced to show that the increased wages are a tax, or that any other class suffered as a consequence of their having been granted. With every presumption against its accuracy, the statement amounts to but little more

than an effort to array class against class—an appeal to the strained relations that many imagine as existing between union and non-union labor. The purpose of the remark is given meaning by the following statement, occurring later in the discussion:

"Therefore, as the labor unions have combined against all other classes in their determination to defeat the equality of opportunity assured by the laws of the State, the necessity is forced upon all other classes to stand together in the refusal to concede to the unions the preferential privileges they are endeavoring to exact for themselves alone."

Considering this phase of the message purely upon the issue raised there is but little room to complain, because the laboring men in the State of Georgia have received substantial increase in wages in the period from 1908 to 1912. Every condition warranted it. In that period of time there was a marked increase in the price of commodities. The farmer has received more for his products, and, when considered in its final analysis, he has simply received an increased return for his labor. The consumers have paid more for his cotton and grain and meats, but we would not be justified in an attempt for this reason to array all other classes against the farmer. Instead of doing this, those men who have had the employment of labor have recognized the increased cost of living as warranting the demand of the industrial workers for an increase in wages, and, for the most part, have given it as a result of friendly negotiation.

When we measure these things in money, we may say that there has been an increase, but when we consider them in the light of the relation that all commodities bear to each other, there has been but little, if any, more than a maintenance of the equilibrium. It would have been unfortunate, not only to the laboring men and their families but to the State and the Nation if, while the expense of living was increasing by leaps and bounds, there had been no way to induce a corresponding increase in wages. The man who in times gone by earned a dollar per day and bought a sufficient amount of food and fuel to maintain his family with half of it, was better off than the man who today earns two dollars and is obliged to spend it to live.

These wage increases upon the roads named were not the result of militancy. They were given by the employers, who could have resisted the demands and arbitrated if they had thought it worth while. And if it is true that a larger share of the increase has gone to the union men than to the non-union, then the logical thing for the laboring man to

do is to get into a union just as quickly as he can.

Not that it is necessary to answer the charges made against the men in the unions, but as a matter of legitimate discussion, it is not out of place to remark here that the labor unions, especially upon railroads, have proven a benefit to the general public. They have fixed a price upon the work of the individual, and made the man's job depend upon his competency alone. The only concern of the employer is to see that the man is thoroughly qualified for the position he holds. Unless otherwise disqualified the men succeed to the more responsible positions by age in the service, and by this system the skilled labor is supplied.

If this were changed and the lowest bidder should get the position, our modern system of transportation would fail. The public can not and will not permit an irresponsible renegade to take charge of an engine at the head of a train load of passengers, merely because he might contract to work for less than the qualified man. He could naturally afford to underbid the qualified man because the long apprenticeship would not have been required of him.

The public have a further interest in the prosperity of this large number of citizens. It is important to the State that the industrial workers shall be so paid that they may rear families in respectability, and thereby be an asset, rather than a liability, to the State. It is interesting to observe the great benefit of the unions in this respect. The case cited in Georgia gives a good example.

In 1912 there were 39,691 men employed on railroads in the State. If these men were deprived of their unions, and of the influence of the unions in those branches that have no unions, each man would be a competitor of every other man; and, with the shrewdest men that can be procured to go into the labor market and buy the labor with the compulsion that want and the prospect of it entail, and the admitted fact that many laborers unaided and alone cannot maintain their interests under such exacting circumstances, the inevitable tendency would be toward a starvation wage. The family of the laboring man would become outcasts and the result would be a blight upon the nation. It cannot be.

BURNING AND KILLING.

The Governor seems to rest his insinuation as to the laborers standing ready to burn and kill upon the fact that disturbances arose in Augusta when an attempt was made to operate the cars while there was a disagreement between the company and the men, as a result of which operation had been suspended. The manifestations of lawlessness were

not all that was condemned. Care was taken to mention that the rich had their own conveyances, and were not so greatly inconvenienced. The poor were referred to as—"these laborers in the humbler ranks of life could have come from and returned to their homes at trifling cost."

"Therefore, in such cases it is the striker who, in his blind recklessness, puts his feet in the bread tray of the poor man and interferes with or deprives him of the right to live—the cardinal right of humanity."

There is little danger that the "poor men" in the "humbler walks of life" will be swept away by this appeal to their prejudice. From the disclosures of the message it appears that the sympathy of the public was enlisted on the side of the strikers. In Augusta the militia took the life of three men; and, unless there is clearly a necessity for such extreme action, and often when there is, the public are slow to approve the taking of life.

This phase of the case is illustrated by the fact that the Governor charges that there was one glaring instance where the sheriff should have been removed during the disturbances; and in the same connection almost makes an apology for the conduct of the militia and the failure to have a civil trial on the charges of killing the men.

The difficulty here encountered is governmental in its character, and no amount of fretting or condemning will remedy it. The laboring men are challenged for voting as a unit, but this is vain. They have the same right to do this that the politicians have. But there is a real difficulty involved. It is in the industrial centers where there are large numbers of workmen employed in the different crafts that there will be labor unions and labor votes. With the men living neighbors to the other citizens, attending church with them, their children attending the same schools and the wives visiting each other, they all become friends. The sheriff is elected by these votes; the juries are drawn from the community; everyone charged with the administration of the law is influenced by the sentiment of the community.

Here is the difficulty. The sheriff, responsive to the sentiment of the people that elected him, failed to deal as harshly with the strikers as the Governor thought he should. When the militia came, we may assume that the people were opposed to their appearance, and doubtless made jeering remarks at the station. These young boys took offense, and at once there was engendered a spirit of strife. When the drum began to beat and the bugle called, the martial spirit stirred fiery feelings in the breast of Young

America and the whole situation was an unhappy climax, due to the one fact that the elements involved were human.

They are still human; and, should another disturbance arise, the harshness with which the unions have been criticised for acts that were not criminal, and withal the unfriendly feeling manifested, will only intensify the difficulty. A great opportunity was thrown away in the failure to recognize humanity as it is, and to deal with it as it is, instead of, by condemning, to try to reform it and make it what we wish it to be.

WHAT IS PROPOSED.

In the face of the difficulty the Governor almost proposes three distinct things. One thing is to deny the right to strike or to suspend the operation of a public service utility by the employer or the employees. The second suggestion is that the laborers should be given the courts in which to redress their grievances. The third proposal is for compulsory arbitration of labor disputes.

SUSPENSE OF OPERATION.

In proposing that the operation of a public utility shall not be suspended, the Governor takes the position that the State has chartered the concern to do a specific business; and as this business is in the nature of a public service, the corporation exercises a sort of quasi sovereignty in the pursuit of its business. Upon this theory the Governor makes the following statement:

"There is no escape, therefore, from the conclusion that those employees of the street car company in Augusta and of the Georgia Railroad put themselves in a state of open rebellion to the laws of Georgia."

If by quitting work these men became rebels, we may see a theoretic reason why the militia might take their lives with impunity, for a man that resists the law renounces for himself the protection of the law. But this assumption is untenable. The fact that a corporation is given a charter to carry on a business that is quasi public in character, gives it no rights more than any citizen of the State would have who was under a contract to do the same thing.

This corporation is merely an association of individuals that has been given a name. Thus the individuals in their associated capacity engage in a business under the corporation name, just as if one of their number bore the name and transacted the business. This corporation certainly cannot have higher rights and privileges than a real flesh and blood citizen who is a subject by birth or adoption of the State, and stands ready with his life to defend it. The relation that it bears to the State is contractual, and

whatever its obligations and privileges are must be set out in its charter or be necessarily imposed by the nature of the service engaged to perform.

In granting such a charter the State commits itself in the most positive manner possible to the principle of allowing men to combine for their own mutual interest. The men who have combined to form the corporation have done so for their individual gain. They have provided a means whereby the stockholders can secure a man shrewder than themselves to conduct the business; and they are given the means whereby, if their agent fails, the property of the corporation alone can be seized, the individuals still retaining their wealth.

In addition this corporation is given a part of the State's business, a business that is public in its character, with it clearly understood at the time that the interest of the corporation in the business is only to make money. With this first combination at the head of the business, virtually exercising a public function, and employing a large number of the citizens of the State, the Governor reaches a conclusion that the laborers, if they suspend operation in an effort to better their condition, are rebels.

His Excellency is wrong. The relation of that employer to the employees is just the same as the relation of any other employer to his employees. The State has a superior right in that it may regulate and control the business. Under this authority the State would do as well to see that the laboring men employed were fairly treated, as it can possibly do by dealing harshly with their failings.

Any attempt to compel service would so nearly approach peonage as to subject the State to legal complications and bring on a widespread disapproval. The rights which the Federal Supreme Court has declared to all employees to cease working, and to all employers to work whomsoever they choose, cannot well be avoided.

REMEDY BY ACTION.

The Governor proposes that the laboring men be left to the courts to redress their grievances. This is a decoy. The laboring men can redress a grievance where there is a duty involved, arising out of a contract; but where there is no such obligation, there is no ground for an action.

Such a thing as the laboring man suing in the courts for better wages, for shorter hours, for better working conditions, or to secure the recognition of his union is not known to our jurisprudence; and, to deny the laborer all the remedies except one that does not exist, is only to render him helpless. It has cost much effort to keep the courts from upsetting

statutes enacted to accomplish such things.

But the reasoning of His Excellency seems to censure this thing that he proposes. To support the charge of out-lawry, the case of Messrs. Gompers, Morrison and Mitchell was cited (without mention of the names), and the men were censured for bailing them out and electing them to high positions. This is done in apparent disregard of the fact that the courts have thus far failed to enforce the sentences against them; and, that the sentence against President Gompers has been reduced to one month, and entirely removed from Messrs. Morrison and Mitchell, only a fine remaining for them. The last feature of the cases was the granting of an appeal by the Chief Justice, on the ground that they were equity cases. Governor Brown proposes that the laborers be left to the courts, but complains when they defend themselves there. In his own State he defends the denial of a civil trial when the grievance was the taking of life.

COMPULSORY ARBITRATION.

There would be but little objection to the proposal for compulsory arbitration if there was any guarantee that it would be bona fide arbitration. There is a bill pending in the Federal Congress, offered by Senator Newlands, that provides a plan of arbitrating labor disputes that seems to be feasible and sound. It is voluntary in character. The parties to the controversy agree in writing that they will submit the points in dispute to arbitration, and the agreement that they sign must set out the points that are to go before the arbitration board.

The bill proposes to create a court of arbitration and to name a commissioner with assistants. When this court shall have rendered a decision, the government will attempt to enforce the award under the theory that the parties have contracted in the agreement under which the questions went to arbitration to abide by the results. This expedient seems to supply the authority for the enforcement of the award. Under the Erdman Act the award is but a moral decree, but with that, the act has been of untold value in the settlement of labor disputes. The new bill has the approval of both the employers and the employees.

As to just what might be gained by an arbitration plan, so called, that was stripped of every vestige of consent upon the part of either party, or both parties, it is difficult to forecast. It would not be arbitration, even in name. It would more nearly be coercion of one party or the other, or both.

It is certain that under such a plan the difficulties suggested by the distinguished

Governor would be rendered more acute; for, if this board is to become the arbiter of all disputes, is to say just what shall be a day's wage, just how many hours the laborers shall work, what shall be a just reason for his discharge, in fact, is to take him into virtual custody, then it is all important that the laboring men shall exert a potent influence in the impaneling of the arbitration board. This will certainly lead to the casting of the vote of organized labor in a block. The employer would naturally exert himself to see that the board was composed of men favorable to his views and, in the end, the whole situation would be worse than now.

The real solution of the industrial difficulties that have developed is for every well-disposed man to do his part toward bringing on an era of business sanity that shall be entirely free from class hatred, misrepresentation and riot. The employers and the employees have each shown a willingness to find a peaceful solution for labor disputes, and have made gratifying progress in that direction. Let the general public agree that each shall have fair treatment. Let them agree that the laborer shall have a decent wage in keeping with the cost of living; and let them agree that the employer shall have a sufficient income to meet the expenses of wages and the material necessary to the highest efficiency of operation, and after that a reasonable dividend on the investment.

Let this assurance be given and the employers and the employees will find a way to settle their differences and there will be general relief in the business security thus afforded.

Railroad Men's Home.

HIGHLAND PARK, ILL., July 1, 1913.

EDITOR JOURNAL: The following contributions were received at the Home during the month of June, 1913:

SUMMARY.

Grand Division, B. of L. E.....	\$ 75 00
Grand Division O. R. C.....	286 00
B. of R. T. Lodges	8 00
O. R. C. Divisions.....	12 00
L. A. C. Divisions.....	12 00
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 456, B. of R. T.....	1 00
J. F. Clark, Div. 441, O. R. C.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	*1 00
Total.....	\$ 397 00

MISCELLANEOUS.

twenty-four sheets from Div. 60, G. I. A. to B. of E., Sayre, Pa.

Respectfully submitted,
JOHN O'KEEFE, Sec-Treas. & Mgr.,
Railroad Men's Home.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 227 18th avenue, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 1509 Morse avenue North Side, Chicago, Ill.

Vacation Joys.

Don't you hear a merry noise?
Every breeze conveys
Tidings of vacation joys,
Shouts of happy girls and boys
Through the summer days.

They are learning in a class
Where no one needs a book;
Picking daisies in the grass,
While the golden minutes pass,
Paddling in the brook.

Swinging on the bending boughs
Of some friendly tree;
Building up the fragrant mows,
Driving home the loitering cows,
Watching bird and bee.

Singing to the dipping oar,
On the silvery lake;
Strolling on the rocky shore,
Bathing on the sandy floor,
Where the billows break.

Ah, it is a happy noise,
Every breeze conveys!
Tidings of vacation joys,
Shouts of happy girls and boys,
Through the summer days.

—ANNA M. PRATT.

The Old Log Schoolhouse.

It was an old log schoolhouse, standing back from the country road, with the creepers twining over the face of it, and the branches of an elm interlacing above it.

The robins had nested in the crevices under the roof for so long that they had forgotten when they had known other home.

Years and years ago, barefooted boys and sun-bonneted girls had climbed over the stile, and had sat all the long day with feet dangling from the high, hard benches.

That morning in August, the old schoolhouse assumed a jaunty expression, ill-suited to its scarred visage; it suggested a decrepit old man reaching backward with one hand to grasp the pleasures of boyhood, while the other touched the latchstring of immortality's door.

The birds sang low, the soft splash of the brook came faintly; the drip, drip of the sweet spring water ran an undertone with the rustling leaves. Above all there was borne the sound of voices, subdued and tremulous in tender minor tones.

The children were coming back to school. They came by twos and threes, and climbed over the rickety stile with a slowness and weakness not of childhood.

They greeted one another, and stepped softly over the worn doorsill. They sat on the benches which were as they knew them forty years ago.

The master who ferruled them in those good old days took his place behind the desk, and the "old school," a quaint Indiana reunion, was begun.

The master's hand trembled as he unfolded the yellow rollcall. His voice faltered as he called the first name:

"Hiram Brown."

A white-haired man from the back row answered, clearly, "Here."

Yet even as he spoke, his eyes filled with tears; for there on the battered desk was a roughly carved heart, holding the initials of his boyish love.

Through young manhood and golden middle life she had been his help, and now—"Absent," he answered low, to her name.

There were eyes cast down, and a stray sunbeam lighted up precious dew drops of sympathy on wrinkled cheeks.

"Seth Green."

But Seth was absent.

A while before there had come to him a messenger from a far-off country with promises of peace and rest and joy; and so Seth, who had grown weary of uncompensated labor, followed willingly.

"Catherine Clark," the master read.

"Present," a sweet, quavering voice replied—"present, bless the Lord for His good mercies; but Dan'el, he's gone where school keeps always."

"Mary Reed." And the master's own voice added, "Absent forever."

The silvery head bowed on the desk, the withered hands tightly clasped each other, for from among the old-fashioned flowers he had culled the fairest for himself, and while yet the dew of youth and love lay on them both, she had yielded her sweetness for celestial growth.

Through the long record the master read slowly. Sometimes there were smiles at some memory, but often tears; and now these faded, wrinkled children sat waiting for the final roll-call. The old master grew strangely white.

"First class in addition," the master called. "One here plus many there equals what?"

He waited with the old-time patience, then gently gave the answer himself:

"Joy is the result, my child—perfect joy in the heavens.

"Second class in division."

No one stirred. A bird flew in at the open window. It circled about and alighted on the old man's arm.

"Take one from among you and what is the result?" Then, without a pause, "A little while to wait—just a little while; a little folding of the hands to sleep."

"First class in reading."

But the master held the book himself. He read by faith, God bless him!

"Come unto me, ye weary and heavy laden, and I will give you rest."

A sigh, and the "old school" was dismissed. The master had resigned for a place where there is no truancy, no failure in lessons, no tardiness. The pupils came down the path to meet him with welcoming step.

Some yet await the calling of their names, but they will not wait long, for every day someone whispers "Good morning" to the Master. Every sunset finds some pupil's lessons over; some new beginner in the A B C of heavenly lore.

The bird flew from the master's arm, and perching in the elm, trilled of love and rest and eternal youth.—*From Golden Days.*

The Value of Poverty.

When Sam Weller was undergoing his voluntary incarceration in Fleet Prison he passed his first night in company with a cobbler, who entertained the genial man-servant with a tale of how he was ruined by having money left him. Sam laughed, and wished somebody would try to ruin him that way. Perhaps many another young man has laughed in like manner, because the possession of money seems to be the only thing worth striving for, and it is natural to imagine that the easier money is procured the quicker it will bring happiness; and, certainly, there can be no quicker way than to have someone give you a fortune.

Yet, nothing is easier to prove than the contrary of this belief. Human nature is so constructed that we value nothing highly that is gained without a struggle, and the instances are rare where the possessor of inherited wealth has managed to preserve, to say nothing of increasing it. With a few exceptions, the millionaires of this country have begun with nothing but stout hearts and willing hands. Poverty begets genius and genius brings fame and wealth.

Doctor Johnson bitterly spoke of poverty, yet it is doubtful if he would have written one-half of his works, except under the spur of necessity.

Goldsmith was positively lazy, but poverty made him give to the world "The Vicar of Wakefield" and "The Deserted Village." We owe the cotton gin, the sewing machine and every great labor-saving machine to poor men. There are exceptions, to be sure. Edison is one. But the rule holds good, that necessity is the mother of invention. "My greatest advantage," said old Simon Cameron, "was in being born poor."

"Had I never been poor," said John W. Mackay, "I never could have appreciated riches."

A middle-aged man of the writer's acquaintance was a most miserable man, and this is his story. "At the age of 21 I inherited a secured income of \$1,500 a year. I was the happiest young man in the world for ten years, during which I lived a life of ease. I was not dissipated—I could not afford high living; but I was a thorough loafer. I frequented billiard halls, lounged around hotels and walked around the streets. And now, what am I? I have no ambition, no knowledge of business, no desires to gratify, and no hope of being anything but what I am. I am nothingness personified!"

And yet there are people who envy this man.

The Courtesies of Life.

There are a number of people—not many, let us hope—in every community, who attach no value to anything that does not conduce to their temporal welfare. These people call themselves "practical," and are fond of inquiring what good is music, painting, the arts, or anything not strictly "practical." But there are valuable things outside of money-making pursuits, and one of them is courtesy, which, when reduced to rules and regulations, is called etiquette.

We may dismiss etiquette and speak of courtesy, which anyone may exercise. There is a surprising amount of courtesy in everyday life—much more than a person would think, if not a close observer. The pleasant "Excuse me!" or "I beg your pardon!" smooths over many a bit of awkwardness or blunder, that would

rankle if passed by, unheeded and unnoticed. When some clumsy person jostles you and stammers out an apology, or is perhaps too confused to speak at all, it is easy to smile and say, "it is of no consequence." Perhaps it is of consequence, but a black look or an angry word would not mend matters.

At any place where strangers meet, courtesy can be exercised and adapted to everyday haps and mishaps that beset our paths. Some people effect to despise these little amenities, and call them affected. They may be, in some cases, and the smile may be a mask to hide irritation; but we are thankful for it, none the less.

Like the "quality of mercy," of which Portia speaks, courtesy blesses alike the giver and receiver. It is a habit which is easily cultivated, and soon grows to be a part of one's self, until it is as natural as breathing. Make it a firm resolve to never let an opportunity pass to do a polite action or drop a word of praise or commendation, and life will soon look brighter and happier.

Call them trivial, if you will, the little courtesies of life are what makes life enjoyable, and we cannot have too much of them. There is no danger of exhausting the supply, of that we may be sure.

SIDNEY.

Growing Old.

Put your arms around me, dear,
For we are growing old,
And I long to hear again the words
Your lips so oft have told,

Again we are alone, dear,
Same as we started out in life;
You were so strong and full of hope
And I your happy wife.

Our children all have left us, dear,
To build nests of their own,
And tho' they love us dearly,
Still we two are left alone.

Then there was once a fair-haired boy
With eyes of deepest blue.
He is waiting by the pearly gates
To welcome me and you,

So put your arms around me, dear,
For we are growing old,
And I long to hear again the words
Your lips so oft have told.

Mrs. E. J. GUNN.

Old Boys and Girls.

When a youth reaches a certain age, he is proud in the thought that he will now be looked upon as a man. If boys would only reflect upon the charm of boyhood, they would feel sorry that they had passed beyond its bounds, and that they will never again bask in its sunshine.

And a girl, leaving childhood behind her, thinks that if she can only have the appearance of a young lady it will make her happy. The boys and girls of yesterday go forth into this new life of sorrow, they enter the thorny wilderness, and the golden gates of childhood forever close behind them.

There is no going back when this journey has once begun, and the pricks and thorns of the new life can be better borne if all who go forth to face them would carry with them some of the hopefulness and cheerfulness of childhood. Nothing worse can befall a youth than to lose the spirit of boyhood, to become an old man while he is still in his teens, and to cast behind him every thought of the sunny land which he has left. There is nothing which delights me more than to see an "old boy" at the circus, laughing at the antics of the clown, and enjoying jokes that he heard half a century ago. Is he less manly because of this? Is he a less desirable citizen because he has kept some of the fervor of his youth, the warmth and sunshine of the days of old?

Such a one will never scowl on the fun and frolic of boys, but will be in sympathy with them. He was a wise man who said that he felt and grieved, but that he fretted at nothing. Cheerfulness is a sign and preserver of health, and is better than medicine. Nothing, therefore, could be better for a boy than, year after year, to keep young. Even when he has passed many a milestone, and is going down the hill of life, his age will have the freshness of a spring breeze, and the sunshine of a summer day. He will sympathize with the children in all their fun, and will always be the most delightful of men, an "old boy!"

And the same rule applies to the "old girl," the mother who can enter into the joys of her young people, who has not forgotten that she was once a girl, and can sing and dance with them, making home the dearest place on earth. She is the one whom children will rise up and call blessed. Her face may be wrinkled and her hair white as snow, but such a one will never be an old woman, she will just be an "old girl."

GRANDMA YOUNGER.

August Sparks.

This world is like a crowded 'bus;
A few good men, perhaps,
May find a seat, but most of us
Must hang on by the straps.

—A man with plenty of ginger is likely to have snaps.

— "No, I don't like onions or garlic," said the plumber, "but I get fat on leeks."

—It is dangerous, even in a ballroom, to step on a moving train.

Mamma's Abandoned Trip.

"Why has your wife decided to give up the European trip she was contemplating?"

"She happened to hear somebody say that travel broadened one."—*Chicago Record-Herald*.

Girl Friend.

"What lovely hair she has!"

"Yes; and that kind is expensive."

No Comparison.

"That woman over there who talks so much thinks she is a perfect well of wisdom."

"Not much. Wells do dry up sometimes."

Losing Faith.

Old Lady—"I don't believe this sure-cure tonic is a-goin' to do me any good."

Friend—"It's highly spoken of in the papers."

Old Lady—"Yes; but I've taken 47 bottles and I don't feel a bit better. I

tell you what it is, Sarah, I'm beginning to think these newspaper editors don't know everything."—*New York Weekly*.

Often Noticeable.

Women have no sense of humor, unless it is in their choice of husbands.—*Judge*.

The Tango Walk.

If you go to Paris you will discover a new style of walking. Parisiennes now walk with their elbows almost on their hips, and the hips and body wriggling from side to side.

Not that, as might seem at first sight, Paris has fallen victim to a new form of St. Vitus dance. No, it is simply that all Paris is tango mad and tangoes down the boulevards instead of walking. So universal is the complaint that even those autocrats of fashion, the dressmakers, have had to bow to it, and full plaited skirts have come in again.

Even tiny boys dance the tango in the streets. Little fellows, it is said, have been observed doing the tango wriggle as they walked up the steps of a church.

There are tango lunches, teas, dinners and suppers, and at a fashionable restaurant the other day the guests suddenly left the tables and began the tango.—*Evening Dispatch*.

School of Instruction.

Division 123, Raton, New Mexico, is in a most prosperous condition, doing all the charitable work that is to be done in our circle. Socially we are making steady progress. We have a regularly appointed entertainment committee, whose duty it is to plan something in a social way to bring us together every three months.

Our first attempt was on April 11. The crowd was not so large as we would have liked, but all who came were well pleased.

June 17 was a red-letter day, as Sister Murdock was with us for the first time. Everything was perfectly planned, and the day and evening were full of keen enjoyment.

The meeting was in the form of a school of instruction, and 32 guests were

present. The Divisions at Denver, Pueblo, La Junta, Trinidad and Albuquerque were all represented. Real candidates were initiated and all present were benefited by the instructions of our Grand President. The lunch at the noon hour was served by special order by ladies of the Christian Church.

At the close of the session Sister Murdock spoke at length on insurance and the orphans' fund, explaining both concisely.

Our President then appointed three leaders, they to choose helpers from the Division, whose object will be to raise money for our charity work.

The evening was spent in an informal way with a program of music and recitations, which was enjoyed; and so this happy day is now a thing of the past, but one long to be remembered. PRES.

Membership for the Quarter Ending June 30, 1913.

Number of members in good standing on April 1, 1913.....	22,296
Number of members admitted during second quarter	613
Number of members forfeited during second quarter.....	97
Making total membership on July 1, 1913.....	22,812
An actual increase for the second quarter....	516
MRS. HARRY ST. CLAIR, Grand Sec'y.	

Division News.

COUNTLESS thousands, past, present and future, who thrill while viewing either of the companion masterpieces, "Paul and Virginia," can never peruse Jacques Henri Bernardin de St. Pierre's wonderful brain creation entitled, "Paul and Virginia," without being indelibly impressed by the dreaded separation in the lives of those poor, dear children, and their aunt's extreme cruelty.

St. Pierre's generosity in having them die young and not allowing them to be most miserable indefinitely was one point that appealed to me strongly. Small wonder this theme prompted these paintings. In "The Storm," Virginia's flimsy drapery hardly bears out the overwhelming modesty which even in the face of death could not be separated from her, showing plainly the artist

took an impression only and not a portrait of St. Pierre's great work. Every Sister in the vicinity of New York knows our artist Sister, May Russell, who sometime since painted in oil "The Storm." When finished, she decided never to part with it. The well-being of our Division is so dear to her she finally presented it to be raffled off for the benefit of our Division; also a smaller painting as a prize to whoever sold the largest number of chances.

On the fifth Thursday in May a social was held in our rooms, when our sister champion cakemakers proved their title to same. This social was the happiest event in our Division's history. Sister Marley, president of Mrs. John Henney Division, presided over the drawing, thirteenth number drawn to be the winner. Sister Goodwin, of our Division, held the thirteenth number drawn, and the announcement caused the greatest enthusiasm imaginable. Since we did not win it we are very glad Sister Goodwin did.

"The Storm" will ever be held as one of her most treasured possessions. Sister Selig's son-in-law, Mr. J. Connerly, sold six books, of twenty chances each, and was presented with a special painting by Sister Russell, leaving the prize to the next highest winner. Sister Messler sold five books and consequently was the happy recipient.

During our first June meeting our popular musician, Sister Crawford, received from our Division a rising vote of thanks, when as committee treasurer she turned over to our Division sixty dollars, the result of Sister May Russell's generosity.

In honor of Mrs. Catherine Shaw, of Jersey City, being initiated, the Division adjourned to the confectioner's, where all were bountifully served.

There is not a more earnest or loyal band of Sisters in our beloved Order than the members of New York City Div. 234. A cordial greeting is herewith extended to all Sisters of our Order.

Remember the orphans. P. PRES.

THE second day of April was a day that will long be remembered. You see, it was this way: Little Miss Auxiliary 196, of Marshall, Tex., took it into her willful little head that she had been a back number long enough, and insisted that as she was nearing her 13th birthday and rapidly merging into young womanhood, it was quite time that her friends sit up and take notice.

So the girls of Div. 196 put their heads together to see what could be done for her, and the result of that conference was all that could be desired, and more,

for on the second day of April last we celebrated our 13th anniversary.

The hall had been prettily decorated with the Auxiliary colors, combined with those of Div. 219, of the B. of L. E., as our husbands and members of that Division were to be our guests of honor.

At the appointed time the address of welcome was delivered in a few well-chosen words by our President, Mrs. T. A. Albright, to which W. F. Gunn, acting Chief of 219, responded.

Then followed the musical numbers, both vocal and instrumental, by our own daughters, which were heartily applauded, and would prove to all that the daughters of our beloved Order will compare favorably with the world in those same accomplishments and womanly qualities which go to make up the perfect woman.

The recitation by the daughter of our President, Miss Margaret Albright, was appropriate for the occasion and was well rendered.

Then followed several talks by the Brothers, which were highly appreciated, and we were made to feel that our labors both in the home and in the Division had not been in vain.

Then came the refreshments, and none can say they went home hungry. Well, if they did it was their own fault.

Then all at once the music struck up a lively air and—sh! not so loud—but how could they resist? for, you see, the music was so inspiring, and Sister Smith, of Texarkana, furnished the music; so if our feet did act queerly she is the one to blame—but there, I am letting the cat out of the bag.

But all things must come to an end, and so it was with our party. I believe, however, that the Brothers and Sisters will all join me in saying it was the time of our life.

I regret that some of our Sisters were unable to be with us on account of sickness. Sister Oland, on whom we counted so much, was unavoidably detained.

E. J. G.

F. S. EVANS DIV. 99, Boston, Mass., have participated in several pleasant affairs since last letter.

The fourth grand ball was held March 20th and pronounced "best yet." In place of old-time march and circle, a fancy drill, by 24 Sisters dressed in white was given. Sister Wilmot, chairman of arrangements, led, and the different movements were executed with military precision. Sister Chase drilled them, and was warmly congratulated on their fine appearance.

The ladies of the O. R. C. were invited to spend the afternoon with us, at B. of L. E. hall, and stay to tea, Thursday.

April 10, and 19 accepted the invitation. After a brief welcome by Sister Wells, of 99, with response from Mrs. Marston, President of the O. R. C., an entertainment was given, consisting of selections on the piano by Sister Pierce's daughter, readings by Sister Douglass, songs by Sister Brown, and a few rounds of whist. Sister Getchell, the moving spirit of the affair, led the march to the outer room, where the tables had been spread with choice viands by an efficient committee, and very inviting they looked, with a rosebud at each plate. All seemed to enjoy themselves and pronounced it a pleasant afternoon.

We also celebrated our 22d anniversary on the evening of June 21st, with a supper and entertainment, which was well attended by the members and Brothers of Div. 61, B. of L. E. The hall was prettily decorated with palms, and the tables presented an inviting appearance; at each plate was a beautiful pink carnation.

After the banquet an entertainment was given in the Division room, Sister Place in charge. We missed the genial presence of Sister Cook, 1st Asst. G. V.-P., she being unavoidably absent.

COR. SEC.

ON June 4, Div. 431, Dallas, Tex., accepted an invitation to spend the day with Brother and Sister Bannon, in their beautiful new home on North street. Arriving there, we found Brother Bannon, who has a short run from Dallas to Noel June, at home with his better half to welcome us, and we found this to be a most cordial one.

There were others present besides members of our Division, and Sister Linehan, the Secretary, took this opportunity of giving a short talk on the good work of the G. I. A., and Sister Bannon served delightful refreshments. The evening was spent in a social way, and when we departed for our homes it was with the hope that other such events might follow soon.

PRES. DIV. 431.

DIVISION 523, Chickasha, Okla., seeks admission to the JOURNAL, as we enjoy reading news from other Divisions, we think others will perhaps like to hear from us. Division 523 has not a large membership; as this place is no longer a terminal we have no amount of people to draw from. We number 19 members, but hope to soon swell this number to at least 25.

At our last meeting Sister Jas. Potter was presented with a Past-President's pin. This gift coming from the Division was greatly appreciated by the recipient as evidenced by her words of acceptance. We look forward to our meeting days,

as they are such pleasant events and well attended. Each Sister shows the greatest interest in everything that is for the good of the Order, so we are a happy, harmonious link in the great G. I. A. A. M.

ON the 8th of June members of Clara Barton Div. 237 and American Desert Div. 55, B. of L. E., Ogden, Utah, met in K. of P. Hall to participate in the memorial services which had been previously arranged by Sisters Hastings, Davis and Baker, in conjunction with a committee from Div. 55, with Brother Murphy chairman.

Opening prayer by Chaplain Bro. Roger Shields; violin solo, with piano accompaniment, by the Misses Beatrice and Edna Hammill; vocal solo, "Absent," Miss Marguerite McNulty; piano accompanist, Miss G. McNulty; a reading by our President, Sister Demson, was listened to with interest and admiration; Miss Edna Healy rendered a vocal solo, "My Rosary," Miss F. Van Namee, accompanist; Brother Shields read a chapter from the Bible, and Brothers Murphy and Halsted gave a few remarks for the good of the Orders.

Brother "Doc" Murphy delivered a very interesting address, in which the subject was very well handled, and proved educational, to say the least.

The members all feel that this is a new venture and one that will, we hope, prove more interesting as the years roll by. We should make this a day of sweet memories and voice our sentiments in song and story of those who, having served their mission on this earth, laid down their burdens and have gone to that happy land where all is love, joy and peaceful rest.

COR. SEC.

DIVISION 399, Florence, S. C., wants to tell the Sisters about our ball given last month. We took in \$185, of which \$91 was clear. The hall was lovely in the decorations of our colors and the green pine boughs with a profusion of Dorothy Perkins roses.

Everybody enjoyed it so much that we are asked to repeat it, which we hope to do this fall; and just think how much good we can do with the money made. Some went to the flood sufferers, \$5 to the dear Sister and little ones in Canada to help buy a home for her, and I hope some to the anniversary fund, which we are hearing so little about just now. And if I am permitted to suggest, don't you think it would be a good plan to publish in the JOURNAL each month what progress is made toward this goal? It is such a grand thing I believe everybody would like to hear about it.

COR. SEC.

FIFTY-EIGHT Divisions of the Western State were invited to attend the union meeting to be held in Salt Lake City, July 1, 2 and 3. Many courtesies were extended by the different railroads which enabled a large number to attend this meeting, and incidentally to visit the land of the "Dead Sea" of America, which feature alone was worth the price of admission.

Bros. James Hope and John Forrest are now enjoying the fruits of their labors, having received their pension papers as veteran employees of the Southern Pacific Railroad, Harriman Lines.

The members of Clara Barton Division have numerous and varied ways by which they make a little money for the flower fund, thereby keeping the "necessary" on hand at all times for use in sickness.
COR. SEC.

DIVISION 15, Sedalia, Mo., recently enjoyed a trip to the suburban home of Brother and Sister John Atkinson. Thirty-eight of us "girls" (several of whom are grandmothers) rode to the end of the street car line, where we were met with conveyances and taken to our destination. The house was profusely decorated with wild flowers, and amid the beautiful surroundings we forgot the advancing years for several hours, and joyously lived our girlhood days over again. Social chat and a program of music whiled the time away all too fast.

The hostess had prepared an elaborate lunch, and at a late hour we departed for our homes, voting Sister Atkinson and daughters charming entertainers.

As one of the oldest Divisions, we are getting along nicely. Our President, Sister Randall, is a hustler, and we are getting younger blood into our Division from the ranks of our lately promoted B. of L. E. Brothers. We are so glad to welcome them. MEMBER OF DIV. 15.

FOR a long time Strawberry Queen Div. 91 was silent, but now we are coming often. Everything is moving along smoothly under the guidance of Sister Ryan, our President, and we are having very pleasant and profitable meetings.

On May 15 Sisters Walker and Abel surprised the Sisters by serving cream and cake and all enjoyed a social half hour. It was Sister Walker's birthday and the day before was Sister Abel's, so they had a joint celebration. Such little affairs break the monotony and create a good feeling among the members.

Brother and Sister Marsh and Brother and Sister Walker attended the union meeting at Jacksonville, Fla. Brother and Sister Marsh also took in the excursion to Havana, Cuba, and were delighted with everything they saw and want to

make the trip again. They think great credit should be given the committee that planned and carried the excursion through so successfully.

At our last meeting, June 5, Sister McKee, President of Div. 395, of Salem, Ill., was present. It being a very hot day our President declared a recess, and we enjoyed a social time with our visitor, and at the same time refreshed ourselves with delicious cream and cakes.

If this does not get sidetracked in the wastebasket, we may come again soon.
COR. SEC.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., August 1, 1913.

To Division Insurance Secretaries, V. E. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than July 31, 1913.

ASSESSMENT No. 820.

Boone, Ia., June 6, 1913, of infected gall bladder, Sister Emma A. Smith, of Div. 74, aged 56 years. Carried one certificate, dated Oct. 7, 1902, payable to Olive M. Smith, daughter.

ASSESSMENT No. 821.

Pittsburgh, Pa., June 15, 1913, of internal hemorrhage, Sister Mary N. Gibbs, of Div. 438, aged 62 years. Carried two certificates, dated May 28, 1897, payable to W. L. Gibbs, husband.

ASSESSMENT No. 822.

Bellevue, O., June 16, 1913, of cancer, Sister Mary Mullen, of Div. 25, aged 54 years. Carried two certificates, dated April 30, 1902, payable to Geo. Mullen, husband.

ASSESSMENT No. 823.

Valley Junction, Ia., June 21, 1913, of heart failure, Sister Emma B. Hayes, of Div. 216, aged 55 years. Carried one certificate, dated Dec. 18, 1903, payable to Mrs. J. E. Londry, daughter.

ASSESSMENT No. 824.

Salem, Ill., June 29, 1913, of gastric dilatation, Sister Eva A. Kelm, of Div. 395, aged 89 years. Carried two certificates, dated Feb. 4, 1910, payable to S. H. Kelm, husband, and Mrs. Irene Wirwahn, daughter.

Members will pay their Insurance Secretaries on or before August 31, 1913, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 794 and 795, 9,497 in the first class, and 4,724 in the second class.

MRS. GEO. WILSON, Pres. V. E. A.

MRS. JENNIE E. BOOMER, Sec'y and Treas.,

1627 Sherwin avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Questions and Answers.

BY JAMES GREGORY.

Question: I am running an engine having sloping back head. The water-glass does not register water level as it should, and at times when engine is working hard bubbles pass up through the glass as if engine was foaming, when she really is not. We have screwed the lower waterglass valve in farther so that the nipple extends one-half inch through sheet; yet there is little, if any, difference in results. Where would the trouble most likely be found?

W. R., Div. 10.

Answer: While the sloping back head makes it unreliable to run by gauge cocks, as explained in former answers to this question, the waterglass should register accurately if the nipple of lower waterglass valve is, as you say, half an inch through sheet. There must be something within the boiler that causes the action you refer to. Similar cases have led to the discovery that the nipple of lower waterglass valve was put through sheet just above an arch tube. The trouble was corrected by moving valve eight inches to one side of arch tube. Another case has come to my notice of late where the nipple of lower valve entered back head just below an angle iron, the horizontal web of which obstructed the free passage of steam, causing some of it to be deflected from its course, from where it passed into waterglass and up through it.

Question: What are we to understand by the bridge in single exhaust nozzle? What is its function, and is it of any advantage as to the power or steaming of engine?

READER.

Answer: The bridge referred to is evidently the central wall in exhaust pipe, which maintains a separate steam passage for the exhaust from each cylinder. Above the bridge the exhausts from each cylinder intermingle. The bridge

serves two purposes. It prevents exhaust from one side interfering with passage of steam from other side, and the steam from one exhaust in passing through that portion of the nozzle between the top of bridge and final nozzle opening accelerates the flow of exhaust from cylinder from other side to the point where both exhaust currents join in the exhaust pipe by the force of induction. This action would, apparently, tend to relieve back pressure, but good authorities contend that the friction due to steam from both cylinders having to pass out to final opening through the same passage above the bridge offsets the advantage of the induced action referred to. The effect on the steaming of engine requires that the bridge be no less than 12 inches below the nozzle opening to provide for a true central discharge of exhausts into stack. If the distance were less there would be a cross-fire of exhausts that would cause them to spend their force against sides of stack and a weak draft would result.

Question: What is the purpose of the choke in nozzle, and what are its proportions usually to that of nozzle area?

READER.

Answer: The so-called "choke" or "waist" was that part of the exhaust pipe between the bridge or dividing wall and the outside wall. It was originally designed to have an area of 80 per cent of that of the nozzle, but later was changed to equal the area of final exhaust opening. It was thought at first that the exhaust action could be sharpened for steam making by contracting the choke, but later developments proved the fallacy of this theory, as in so doing back pressure was increased without any corresponding increase in final exhaust force. It was also supposed that by choking the steam in its passage to nozzle top, a blower-like draft more effective for steam-making would be produced; but the extreme back pressure resulting more than offset the advantage, if any, gained in that respect. So the practice of choking the exhaust, except at the final exhaust opening, has been almost wholly discontinued.

Question: We often hear of inside lap, inside clearance and line and line. What effect do they have on the working of engine, and what is the prevailing practice today in valve design with respect to valve proportion?

SUBSCRIBER.

Answer: Inside lap was formerly given the valves to promote economy of fuel. This was effected by delaying the opening of exhaust for any given cut-off, thus getting the fullest benefit of expansive energy of the steam, in addition to which the exhaust opening was closed earlier to insure a high compression, filling the clearance spaces at end of cylinder so that live steam from steam chest was not needed to fill these spaces when valve opened port at beginning of piston stroke. The demand for higher speed made it necessary to sacrifice this economy and give valves inside clearance to more fully develop the power of engines, as the back pressure and high compression incident to the use of inside lap represented too great a handicap to the power. "Line and line" is the medium between the former proportions and means when the inside edges of valve are in line with the inside edges of admission ports.

Question: What is meant by setting the valves "blind" and is the practice followed much?

Answer: Setting valves blind refers to their movement in relation to that of the piston and is controlled by the eccentrics on engines having the Stephenson valve gear. With others, such as the Walschaert and Baker gears, the movement of valve with relation to that of piston is controlled by the eccentric cranks and lap and lead levers. The latter gears do not have the valves set blind, but have a fixed lead opening at beginning of stroke. This is necessary with these gears to afford proper steam distribution at the different cutoffs suitable to various speeds. With the Stephenson gear a lead opening at beginning of stroke is not absolutely needed, as the design of the latter is such as to provide a measure of lead for different cutoffs, although it is the usual

practice to also give a little lead with the Stephenson gear.

Question: Is the smoother working of loose engines having gears with fixed lead, such as the Walschaert and Baker types, due to the greater compression these gears give?

Answer: Not so much to the greater compression, but rather to the fact that the wear of the lesser number of and more substantial connections or bearings these gears afford lessen the growth of lost motion in them, and the compression originally had when valves were set is longer preserved than with the Stephenson gear, the bearings of which are, owing to their design and exposed location, subject to more rapid wear than the others named. For this reason engines having worn driving box brasses will work smoother with the valve gears that longer preserve their original adjustment and influence on valve movement and steam distribution.

Question: If inside clearance is more wasteful of steam than inside lap, under what conditions is this true and under what conditions is greater power developed with inside clearance?

Answer: The higher the speed, the more the gain in power due to inside clearance, and the less the waste of steam from shorter expansion. The slower the speed, the greater the advantage both in power and economy from inside lap, with an especially better starting power due to the later exhaust it affords, which is an important advantage in the freight engine, however slight it may be.

Question: What would you consider the most important things for a young runner to learn at the outset of his career?

H. R., Div. 10.

Answer: First learn to inspect thoroughly. Learn the parts that are most in need of inspection before and after each trip. Learn what they are; the position engine should be placed in to see them best; and train yourself to see them, using your mind to aid the eyes while inspecting.

Next in importance to learn is to oil properly. Be observing and you will soon know the proportion of oil needed for

certain bearings. When possible, "spot" the engine for oiling, so all parts may be reached readily. When you see a man trying to oil a Stephenson link motion engine with the pins on right side standing at the upper forward eighth, just make up your mind the fellow is a poor engineer.

With this fault goes others, for it is safe to say when this man does find it possible to oil a shoe or wedge, as he likely will when the engine happens to stop right, he will just oil the outside corner of it. When the young runner learns to inspect and oil he has a good foundation started.

Question: What is the best practice in regulating fire approaching or at stations, with passenger train, to avoid black smoke?

ENGINEER.

Answer: Much depends on the nature of the service, time, etc. With train on time fire may be permitted to burn out before shutting off, so very little smoke will show at top of stack. With train late this cannot be done so well, as engine will be worked right up to the time of brake application, and with injector working will need a good fire to hold up in steam to the shutting-off place. Where it is possible, the fire should be permitted to burn out, and if engineer and fireman are working together, the shutting off point may be varied to suit the fire without any considerable sacrifice of headway. The time to get busy is when just receiving the signal to start, or even a little before. Of course, this practice makes lots of smoke leaving town, but it is the smoke that trails down over the train after shutting off that causes the annoyance and discomfort to the passengers. Firing right up to the shutting-off point when coming to the station and not commencing again until after engine is under good headway is pretty coarse work on the part of the enginemen. Such practice has neither cleanliness nor economy, nor time-making to recommend it.

Question: The instructions on our road for running the lubricator are to make it feed four drops a minute. Would you recommend this practice?

H. R., Div. 10.

Answer: Four drops a minute may be a liberal allowance on your road, and it may not be. Much depends on the size of cylinders and quality of water; also, whether D slide valve or piston valve is used. But, however, the writer is opposed to the regulating of lubricator by the watch. The better way is to cultivate your judgment and, after sizing up the conditions, adjust the feeds accordingly. When you tell the dispatcher you can make a particular station by such a time you are guided by your judgment. When you run a water tank your judgment says you can make the next tank. It is the same as to the coal and other supplies. Your service is based on judgment, and is good, bad or indifferent, according to the quality of it, and your judgment must be exercised in the matter of supplying oil to cylinders and not be bound to a particular allowance regulated by the watch.

The fireman that fires with a certain number of scoops of coal to a fire, and the engineer who works here in what he calls the "working notch," regardless of variable conditions, are both of the same type, and may usually be found at or near the foot of their class. It is safe to say they would also regulate the feed of the lubricator by the watch.

Question: Is it true that the larger the grate area the better engine will steam, and the bigger the nozzle that may be used?

W. D.

Answer: Up to certain proportions that holds good in practice. On paper it holds good without limit; but practice is the real test of theory, and there we find many features relating to the question of grate area that must be considered to answer the question intelligently. The proportion of grate and nozzle area should be such that a circulation of air through fire can be maintained that will agitate the fire somewhat, so that if properly fired it will keep from clinkering without the usual grate shaking necessary when firing is too heavy or draft force too weak. If the grate area is too small the circulation of air through it may call for a heavy fire; that is, the keeping of a deep fire, so it will not be "pulled." There is a difference between a heavy

fire and heavy firing. A heavy fire may be carried although the engine be fired light by building the fire right at starting, and by firing with small quantities, just as the engine burns it, there is less danger of fire being pulled than when fire is not properly prepared, although engine is fired with seven or eight scoops to the fire. The danger lies in letting the fire burn out sufficiently to call for the heavy supply, for it often happens that a hole will burn through some place and cause a loss of time before the place is discovered and a foundation again started that will make steam. With the light firing the firemen can usually see where the coal is needed when the door is opened, and there is little chance of fire getting away from him on that account. So, whether the grate area be large or small, the steaming of engine will depend upon the manner in which she is fired, and while on paper the larger grate area looks the best, there is a medium that comes within the limit of the fireman's ability to cover properly, which would give the best results, all things considered.

Question: In 8-inch cut-off when does exhaust take place? ENGINEER.

Answer: At about 18 inches of piston stroke.

Question: What is the best practice in the matter of making up time?

READER.

Answer: It is presumed our correspondent refers to the handling of passenger trains. We know that forcing an engine to get the train under headway quickly is not the best practice for economy of fuel. We also know that falling into stations quickly is not recommended, on the grounds of safety; but when making up time, or when running on time, the best results, from the engineer's point of view, are gained when the time is made at the lowest possible speed. To start in a way to suit the fuel supervisor, and stop so as to please the smoke inspector would not be so bad if between them both the engine could run fast enough to overcome these handicaps and make good time; but this is rarely the case. So it is a good plan to make the

time first and settle with the other fellows afterwards. "Getting away" and stopping quickly aid greatly in the matter of making up time. If you make a good run you are pretty sure to "get by" all right, but if you make poor time neither the smoke inspector nor the fuel man could save your bacon if they tried, and you may be sure they will not try.

Question: At about what temperature of water in tank will injectors refuse to work? In some places it is recommended that instead of wasting steam at the pop it be blown back in tank through injectors. Is this practice up-to-date?

Answer: Modern injectors in good shape and with joints in feedpipe tight will work water heated to a temperature of 110 degrees.

Heating tank water is not practiced so much as formerly. There is no doubt a saving in coal effected by heating tank water, but when it is done at the risk of putting the injectors out of business the plan is not looked on with favor by the engineers whose experience has taught them that the injectors, particularly on the pooled engine, are none too prompt in going to work, and any scheme that tends to make them still more unreliable will be turned down by the engineers.

Question: It is part of our instructions relative to fuel saving that when possible we are to permit the injector to work when engine is shut off so that it will not need to be used for a considerable distance after train is started. Is this practice a good one? H. R., Div. 10.

Answer: Whether good practice or not depends upon which department you are responsible to in the matter of service. Years ago we ran them to suit the master mechanic. Nowadays it is the rule to measure up to the wants of the other department, and to do so we must discard some of the old rules of fuel economy. We are all likely to carry enough water at starting without special instruction, and any more than that is called "poor business" nowadays.

Questions and Answers.

BY T. F. LYONS.

Question: I am at present running an engine in switching service equipped with the E-T type of brake and have had considerable trouble to get the brake to operate properly, and as yet have not been able to locate the trouble, which is as follows: With the engine alone the main reservoir and brake-pipe pressure will go up to 110 pounds, while with the engine coupled to a train the pressure will register 70 pounds in the brake pipe and 90 pounds in the main reservoir. I have cleaned the automatic and independent brake valves, distributing valve and reducing valve, and found these parts in good condition; also had the duplex governor changed. Now, where is the trouble? J. H., Div. 812.

Answer: This is due to light leakage into the feed valve pipe, no doubt coming from the feed valve or its gasket, and would cause the trouble in the following manner: First, let us consider the proposition with the engine alone. A light leakage by the feed valve, which we will assume is adjusted to 70 pounds, would build up the pressure in the feed valve pipe and brake pipe to that in the main reservoir; and, as the air pressure that assists the regulating spring in the operation of the excess or low pressure top of the pump governor comes from the feed valve pipe, the pressure, therefore, above the diaphragm would always be 20 pounds greater than that in the main reservoir. Consequently, the excess pressure head would not stop the pump at any pressure. However, this does not affect the operation of the maximum pressure head, which, no doubt, was adjusted to 110 pounds. Therefore, the main reservoir or train-line pressure cannot go above the amount for which it is adjusted.

Now, the reason for this not occurring when coupled to a train is that the brake-pipe leakage generally found was greater than that of the feed valve; therefore but 70 pounds pressure was maintained in the feed valve pipe, which made a total pressure on the top of the diaphragm in the excess pressure head of the gov-

ernor 90 pounds; therefore the pump would stop when the main reservoir pressure reached 90 pounds; again, with 70 pounds in the feed valve pipe, but 70 pounds would be had in the brake pipe—this with the brake valve in running or holding position.

To prove this place the brake valve in running position and then create a leak in the brake pipe by partly opening the angle cock at the back of the tank and you will find that the pressures obtained will be 70 pounds in the brake pipe and 90 pounds in the main reservoir.

A careful study of the questions and answers in the June issue of the JOURNAL will make the above quite clear.

Question: Another trouble I have had with this engine is that when the brake is applied with the independent brake valve it will not release when the handle is returned to running position, but will release by making an application with the automatic brake valve and returning the valve to running position; thereby having to use both brake valves to release the brake. What must be done to overcome this trouble? J. H., Div. 812.

Answer: This trouble is very likely to occur whenever there is a fluctuation of brake-pipe pressure, which would be very likely where no excess pressure is carried. The reason for this is as follows: When an independent brake application is made, air is free to flow from the independent brake valve through the application cylinder pipe to the application cylinder and chamber, applying the brake; and when the independent brake valve is returned to running position the application chamber and cylinder are open to the atmosphere through the exhaust port in the equalizing slide valve to the distributing valve release pipe, which leads through the independent brake valve to the automatic valve and the atmosphere when the valves are in running position; therefore, the brake will release.

However, if there has been a drop in brake-pipe pressure sufficient to cause the equalizing piston and slide valve to move from release position, the communication between the application cham-

ber and release pipe will be cut off and the air cannot escape from the application chamber; the brake will not release unless the brake-pipe pressure is restored; thus, moving the equalizing piston and slide valve to release position or the independent brake valve moved to full release position. This trouble is generally caused by a non-sensitive feed valve allowing a variation of brake-pipe pressure, and the cleaning of this valve generally overcomes the trouble.

It must be remembered that the locomotive brake can be released at any time by placing the independent brake valve in full release position. Any failure in this would indicate stoppage in the application cylinder pipe or the direct exhaust port in the independent brake valve.

J. H., Div. 812.

Question: What will cause the engine brake to be slow in releasing when releasing engine and train brake? The engine is equipped with the E-T type of brake.

Answer: When making a release of the brakes the brake valve is first moved to release position and then may be moved to holding position, during which time the brake pipe will be recharging, releasing the train brake, but holding the engine brake applied; then later, moving the brake valve to running position, the engine brake will release but will be much later than the train brake. This gives the impression that the engine brake is slow in releasing, which is not necessarily true, as this is a *delayed release*, due to the method of handling the brake valve and not a slow release. However, it is possible for the engine brake to be slow in releasing due to the following: First, for the engine brake to release the air must be exhausted from the application cylinder and chamber, and where the release is made with the automatic brake valve this is done through the distributing valve release pipe, which leads through the independent brake valve to the automatic brake valve and the atmosphere; and if there be any stoppage in this pipe or the ports in the brake valves to which it is connected the exhaust will be delayed and the brake slow in releasing. It is some-

times found that the body gaskets or the pipe bracket gaskets in the brake valves partly close the exhaust ports. To test for this apply the brake, then disconnect the release pipe at the distributing valve (which is the lower pipe on the left side of the valve), then release the brake and if the release is prompt it indicates stoppage in the release pipes or the ports in the brake valves to which it is connected. But if the brake is still slow in releasing it may be due to excessive piston travel, which means a greater volume of air to pass through the exhaust port of the distributing valve, which will delay the release of the brake. Also, where the brake cylinder release springs are weak the brake piston will be somewhat slower in returning to release position.

Question: We had a double-header up the hill with 58 cars and when we arrived at the top of grade the head engine was cut off. Now, the lead engine maintained 80 pounds pressure in the brake pipe and when the second engine took control of the brakes could maintain but 60 pounds in the brake pipe. Screwing up on the feed valve would not raise the pressure. The air pump ran very slowly; in fact, almost stopped. Now, was not the trouble in the feed valve, and what is the quickest way to overcome the trouble?

SCRANTON.

Answer: Your question is not quite as complete as it might be, as you do not state the pressure you were able to maintain in the main reservoir when you took control of the train. Assuming, however, that you had the maximum pressure in the main reservoir and the brake pipe when you cut into the train and that the pressure dropped as you state, it is evident that the feed valve was at fault or that the leakage of the brake pipe was greater than the capacity of the feed valve for a pressure above 60 pounds. This might have been determined by placing the automatic brake valve in lap position and noting the drop of the black hand—which indicates brake-pipe pressure. This would tell you the amount of brake-pipe leakage in the train and engine. If the trouble was due to a defective feed valve about all an engineer can do while on the road is to take the

valve apart and clean it; remembering that the only part to be lubricated is the slide valve and its seat. However, in handling trains on grades, where the desired pressure for the safe handling of the train cannot be maintained due to a defective feed valve, the supply valve and its piston in the feed valve may be removed and the maximum pressure head of the pump governor adjusted to the pressure desired in the brake pipe. This will give the same pressure in the brake pipe as that in the main reservoir; therefore, careful attention should be given in the release of the brakes as, without excess pressure, there would be a tendency for the brakes to stick, especially after a light application.

The reason for the pump running slowly is that as the feed valve did not maintain the proper pressure in the feed valve pipe, the excess pressure head of the governor was affected and commenced to close off the steam to the pump.

Question: What is the trouble and how located when after a reduction is made in the brake pipe and with the train and, when releasing the train brakes, by moving the automatic brake valve to full release position the engine and tank brakes release at the same time the train brakes release. E-T equipment on the engine?

SCRANTON.

Answer: If the locomotive brake releases with the automatic brake valve in full release or holding positions it indicates leakage in the distributing valve release pipe, and to locate the leak apply the brake with the independent brake valve and leave the valve in application

valve and return the valve to full release position, and look for leak in the U-shaped pipe, which is a continuation of the release pipe between the two brake valves.

The object of proceeding in this manner is that, due to the small volume of air in the application cylinder and chamber, even a very light leak would soon exhaust all air from both chambers and pipe and it would be impossible to locate the leak; but by leaving the independent brake valve in application position air will continue to flow into the pipe as fast as it leaks out; thus giving you an opportunity to locate the leak.

Question: Is the following, page 515, June JOURNAL, correct? It does not seem to go well with the next to the last answer, same page:

"With the supplementary reservoir cut out, about 70 seconds. With the supplementary cut in, about three minutes."

Would not an L-N car charge complete in the same time as any other car in the train? Please state what is the difference between the L-1, L-2 and L-3 triples. O. F. PATRICK, Div. 110.

Answer: In offering the answer to the original question it was thought that the information sought was of a general character only. However, as a more specific answer is asked, would offer the following table, which may be said to be technically correct.

The table shows the charging time from zero to 65 pounds with a 70-pound brake-pipe pressure, and zero to 105 pounds with a 110-pound brake-pipe pressure.

Size of Triple.	Size of Brake Cylinder.	Supplementary Cut out		Supplementary Cut in	
		Brake Pipe Pressure.	Charging Time of Reservoir.	Brake Pipe Pressure.	Charging Time of Reservoir.
L-1	10-inch	70 lbs.	34 sec.	70 lbs.	116 sec.
L-1	10 "	110 "	36 "	110 "	126 "
L-2	14 "	70 "	35 "	70 "	138 "
L-2	14 "	110 "	38 "	110 "	142 "
L-3	18 "	70 "	44 "	70 "	168 "
L-3	18 "	110 "	47 "	110 "	190 "

position; then look for the leak. If no leak is found return the independent brake valve to running position. Next apply the brake with the automatic brake

The symbols L-1, L-2 and L-3 indicate different size triple valves to be used with different size of brake cylinder and reservoirs.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

PORTLAND, ME., June 13, 1913.

EDITOR TRAIN RULES DEPARTMENT:

Rule 98 reads as follows: "Trains must approach the end of double track, junctions, interlocked railway crossings at grade, and interlocked drawbridges, prepared to stop, unless the switches and signals are right and the track is clear. At railway crossings at grade and at drawbridges not interlocked trains must stop and not proceed until the proper signal has been given. When clear signals are shown, where a railway crosses a drawbridge, the speed of passenger trains must be reduced to 25 miles per hour, and the speed of freight trains to 15 miles per hour until the entire train has passed the drawbridge."

Engineman was recently suspended for not coming to full stop at railroad crossing at grade. What is your understanding?

Div. 40.

Answer: Our correspondent fails to state whether or not the crossing referred to was interlocked; if it was not interlocked the train should have been brought to a stop before passing over it, and of course should not pass over the crossing in any case until it received the proper signal. If the crossing was interlocked the rule quoted does not require a stop to be made, providing that the signals and switches are right. The law in most States requires trains to stop at all grade crossings, unless a system of interlocked signals and switches is used. Such interlocking plant must be one which is approved by the railroad commissioners of the State in which it is located. An interlocking plant is an assemblage of switch, lock and signal appliances, so interconnected that their movements must succeed each other in a pre-determined order, making it impossible to give two trains a clear signal through the plant so as to cause a collision.

Under your rules where no interlocker is used the train must in every case be brought to a stop, after which it may proceed when it receives a clear signal, observing the speed restriction named. If their is an interlocker in use the train need not come to a stop if it receives a clear signal, but it must observe the speed restriction.

ST. ALBANS, VT., July 6, 1913.

EDITOR TRAIN RULES DEPARTMENT:

The following orders were recently issued: Order No. 2, "Eng. 336 run extra A to B and meet extra south eng. 414 at B." When extra 336 arrived at B it received order No. 3, "Eng. 336 run extra B to C." There were no further orders given to extra 336 at B. My understanding is that when extra 336 arrived at B it ceased to exist and was starting as another extra; but the question is, did extra 336 have a right to proceed without first meeting extra 414 or without receiving further orders about extra 414? Our State Railroad Commissioners state that a meet order means just what it says, and that we must see the number of the engine to be met. Div. 330.

Answer: The State Railroad Commissioners are right in that a meet order means meet and that the trains to meet must actually see each other and, in case of an extra, the engine number must be seen; but there is a time in the life of some train orders when it becomes impossible to execute them. Such a time arrives in the case under consideration when extra 336 enters the siding at B. When extra 336 reaches the entrance switch at B it ceases to exist as extra 336, and because of this it becomes powerless to execute the meet portion of order No. 2, and it is generally conceded by students of the rules that the order must become of no effect in such a case. However, it is recognized that when the engine on this train is again moved extra from B it will be an extra of the same number as when it arrived, and it is this feature which has led me in each case which has come up to advise that the crew of the newly created extra get in touch with the dispatcher as to the movements of the opposing extra. Not be-

cause the order sent to extra 336, with initial station at A and terminal at B, should govern the movements of extra 336, with initial station at B and terminal at C, but because the dispatcher may be confused or overlook the fact that the previous order cannot govern the newly created extra. As a matter of fact order No. 2 is improper, for the reason heretofore stated that when extra 336 arrives at the entrance switch at B it ceases to exist and cannot fulfill the order unless by chance extra 414 happens to be waiting at the switch. Under the Standard Code a meeting point cannot be properly made at a terminal station; but, on the other hand, the code does not authorize a right of track order between extras, and it is this fact which has been largely the cause of improper orders being given between extra trains. However, the Standard Code does not forbid the use of improvised forms when the regular forms are not practicable, and this will permit the dispatcher to give extra 336 a right of track order over extra 414 to B. The order should have read, "Eng. 336 run extra A to B with right over extra 414 south." With such an order there could be no question of the right of extra 336 to leave B under order No. 3. In the case under discussion it is well to bear in mind that order No. 2 was improper and should not have been used, the object of the order being simply to permit extra 336 to go to B for extra 414, and this being true, when extra 336 arrived at B the object of the order had been accomplished, therefore the right of track order was the logical order to use.

TOPEKA, KANS., July 3, 1913.

EDITOR TRAIN RULES DEPARTMENT:

The following order was held by extra 19: "Engine 19 run extra A to F and return to A." When extra 19 arrived at B it became necessary for it to return to A. In this case should extra 19 be given another running order to run extra from A to B, or can it use the first order given?

DIV. 234.

Answer: Extra 19 should have been given an order to run extra from B to A and return to B. That is to say, the first order cannot be used from B to A because

the rules require that the order can only be executed in the sequence in which it is given. That is, extra 19 must go to F before it can use any of the return portion of the order, and, as extra 19 had used the going portion of the order in its movement from A to B, such portion had been fulfilled and could not be used the second time. Engine 19 must therefore be given an order to run extra from B to A and return to B. When ready to leave B toward F it can proceed on the authority of the first order, continuing to F where the return portion of the first order becomes good for the movement from F to A.

SAN FRANCISCO, CAL., July 1, 1913.

EDITOR TRAIN RULES DEPARTMENT:

No. 5 is due to leave A at 4:40 p. m. and is due to arrive at Z at 11:55 p. m. on the old time-table. A new time-table takes effect at 12:01 a. m., showing No. 5 due to leave A at 4:40 p. m. and due to arrive at Z at 12:20 a. m. Can No. 5 assume the rights on the new time-table in such a case? The schedules correspond otherwise as required. How long does "due on the road" hold good in this particular case?

MEMBER DIV. 222.

Answer: As there has been no change in the schedule of No. 5 of the new time-table which will disqualify it to assume the new schedule it may assume the new schedule at 12:01 a. m. and proceed. Due on the road holds good until the old schedule is fulfilled, or until the old schedule becomes 12 hours overdue. In a case where the schedule of the old time-table has ceased to be in effect, for some reason, at the time the new time-table takes effect, the old time-table cannot, in such a case, authorize a train to run and it cannot, therefore, transfer a train to the new schedule. Suppose that No. 5 of the old time-table was due at W at 11:30 a. m. and new time-table took effect at 12:01 a. m. and that No. 5 was at W. In such a case No. 5 could not assume the new schedule as the old schedule would be 12 hours and 31 minutes overdue at 12:01 a. m., and it could not transfer the train to the new schedule. Due on the road ceases to operate in that case when the schedule is 12 hours overdue.

CINCINNATI, O., July 3, 1913.

EDITOR TRAIN RULES DEPARTMENT:
Please give your understanding of the following rule: "Rule 19a. By night a train running against the current of traffic, or running on the low speed track, where there are more than two main tracks, will display one green and one red light to the rear, the green light to the side next the track on which trains are running in the same direction." In case a train is running in the opposite direction where there are only two main tracks should the red and green lights be used?

H. J. C.

Answer: In case there are more than two tracks and a train is run against the current of traffic, or in case of two main tracks and a train is run against the current of traffic, it should display a green light on the side next to the track on which it would have run had it not been moved against the current of traffic.

The rule is intended to cover two cases: one in which there are simply two main tracks, and the other in which there are three or more main tracks involved. When three tracks or more are used one would be a slow speed track and if a train was diverted from the high speed track to the slow speed track such train would not be running against the current of traffic, but under the rule it would be required to use a green light at the rear next to the high speed track.

Fuel Economy.

The cost of coal is such an important part of the cost of operating a railroad that we naturally expect a nearly perfect system to keep this expense within the most reasonable limit. Yet the fact is there is less effort being made in late years in that respect than formerly, due to changes that perhaps defy anything in the shape of record as to individual performance.

The first change that upset record keeping was the pooling of engines, and when this was followed by the pooling of the enginemen all hope seemed buried too deep for resurrection.

It was long the custom on some roads to stimulate interest in coal saving by giving premiums for good work, but

where the plan was not supplemented by a system of education, which aimed at a standard practice for all enginemen, its success was more apparent than real.

Competition between engine crews alone does not bring out the best that is in them, and was invariably unfair to some, among which number could often be found the best enginemen on the division.

Prompt train movement is also an important factor in the successful and economical operation of a railroad, and the pressure brought to bear upon the engine crew in the matter of getting good work out of the engine is usually strong enough, under a live management, to get this result regardless of the coal record. Where it is not strong enough the management is lax; but in either case the matter of prompt service in train movement is given no share of credit in the summing up of the fuel performance, which was the chief fault of the fuel record systems almost everywhere. They were at best usually little more than a bluff anyway, and it was a relief to the enginemen when they came to an end, for it was usually impossible to keep in the middle of the road between train speed and fuel economy under such an order of things.

But if record keeping was no longer possible it was in some places substituted by what was considered as the next best thing—education. Instead of competition in quantity of fuel consumption per ton mile, the field of endeavor became wider, making the contest between enginemen one of general performance of engine.

With the shackles of the coal record removed the engineer commenced to enjoy a measure of freedom that was long overdue him, placing him more directly under the supervision of the transportation department, where he found the demands upon him more consistent than when he was continually trying, and as often failing, to make a high speed train movement balance with a creditable fuel record.

Under the new order of things this was no longer necessary, and while the motive power department was bemoaning the awful waste of fuel, the other depart-

ment was at last getting its due in the more prompt and efficient service rendered with the power.

Recent changes do not prove that all interest in fuel saving is a thing of the past. There is rather an awakening to the fact that a vigorous effort to elevate the average of skill on the part of the enginemen, in so far as it relates to fuel economy, will bring better results than the old competitive system, unsupported, as it often was, by anything in the shape of a general standard of practice. Nor does the pooling of power stand in the way of good results. Rather the reverse; since placing the matter of steaming of engines more directly within the hands of the terminal force there is a possibility of a nearer approach to well-balanced conditions than under the old plan, which gave a variety of good, bad and indifferent steamers, for which the engineers were held responsible.

The least observing engineer cannot fail to see that the field of fuel saving offers a golden harvest if properly cultivated, but it will require strict supervision by a department especially organized for that purpose. Its duty will be to see that the enginemen on both sides of the footboard are thoroughly posted on all up-to-date methods in handling fuel; also, that they work in perfect harmony to attain the end sought. The results obtained in this way would soon show the advantage of power being properly rated as to hauling capacity and kept in practically perfect condition—a result that would be welcomed by the engine crews. It would also prove the error of the practice of irregularly pairing the engine crews, as the slight saving in deadheading effected by such a plan would be trifling compared to that resulting from regular crews properly instructed and working together for the same end.

Such a department could get in closer touch with the work of the men in the cab than would be otherwise possible. It could instill into the minds of the men a pride in their work that would go farther to promote economy and general efficiency than any premium system ever devised, and would most likely be the means of restoring conditions of order and

cleanliness and comfort to the men in the cab that existed in former years.

Such a change would naturally result, for the working of the plan will prove that the measure of interest in the company's welfare by the men will usually tally with that shown by the company for the welfare of the men. Present indications everywhere point unerringly to the fact that regard for the wellbeing of the men is a matter not seriously considered. Contention between the labor unions and the representatives of the railroads has engendered a feeling of animosity between them that is not conducive to good results. The position of the railway officials seems to be—"if we have to concede an increase of pay or a shortening of hours we will withhold all else possible in the way of comfort or convenience of the workman"—and the latter retaliate in kind by giving indifferent service in return. Both are wrong and it is not too much to hope that the day is not far distant when we can look back to present conditions and wonder why they were permitted to exist so long.

JASON KELLEY.

Flue Cleaner.

NEW SMYRNA, FLA., June 21, 1913.

EDITOR JOURNAL: Being the inventor and patentee of a flexible flue cleaner gotten up expressly for the locomotive to clean the flues with the fire in or dumped, I naturally was very much interested in the article on that subject on pages 250 and 251 of the *Locomotive Engineers' JOURNAL* of last March. It put me thinking of the best way to clean the superheater tubes with the fire in.

I used a $\frac{3}{4}$ -inch gaspipe, 14 feet long, with a gouge chisel end, which, coupled to the airpump, is doing the work quickly and effectively.

To demonstrate what my flue cleaner can do I have cleaned the flues of the engines while taking coal and water in the yard waiting for train, also on the train waiting for time, and on the pit waiting to have fire cleaned or dumped.

So, there is no more excuse for allowing engines to go on their runs with their flues not cleaned when a first-class

job can be done in from 10 to 25 minutes with a full, bright fire and full head of steam.

The average time taken to clean a badly stopped-up (saturated) flue is from 10 to 15 seconds. It takes longer in the superheater tubes, but as the little pipe gouges its way by the units 14 feet with 60 or 80 pounds of air, there is something doing in that tube while working it back and forth until it is clear at the stack.

Some may wonder how the little pipe can stand the heat of the fire, but the air going through it keeps it from burning, and the pipe heats the air so the flues are cleaned with hot air, but care should be taken that there are no holes in the fire next to the fluesheet to draw the cold air up to the flues which might cause them to leak and then the flue cleaner would get the blame.

There have been many cases when the bottom flues were leaking before being cleaned, and when cleaned and a bright fire going through them they would take up. Fourteen feet fluepipe is about as long as can be handled between the coal board and fluesheet and get all the top and corner flues in the Pacific and Atlantic type engines. Other engines are different lengths, according to class. The intermediate pipe is 7 feet long; also $\frac{3}{4}$ -inch gas pipe, with air hose attached.

Fraternally yours,

T. J. ROSSELL, Div. 77, B. of L. E.,
Lodge 284, B. of L. F. & E.

Headlights and Hens.

The wonderfully bright headlights now in use on some L. & N. W. engines are giving unlimited satisfaction to all concerned, and Mr. Bowen-Cooke is to be congratulated on the way he has encountered a difficulty which engineers on his system have long contended with. One rather laughable report comes from Cheshire. It seems on some part of the line there are some hen runs over which the lamps shine with all the effulgence of the sun. The rays from a passing engine arouse chanticleer. He rises and demands of his feminine subjects that it is time to be up and at their duty, and as a result of being unorganized they have no alter-

native. The good hen wife rakes in the spoil in silent wonderment. It is another illustration of the spoliation of the voteless females by means, not of darkness, but of excess of light. Many a fireman would be heartily glad if some similar effective treatment could be meted out to the duck-lamp, not necessarily that cocks and hens may be cheated out of their natural rest, and eggs be laid before the scheduled time, but that his eyes and nose might have a little ease. No doubt now that the head-lamp problem is fairly well toward solution the duck-lamp will soon have its turn of attention. So the good work goes on; and if the by-product is two eggs where once it was only one no one will grumble. At least not the Cooke.—*London Eng. Railway Review.*

Commends Technical Department.

ATLANTA, GA., June 12, 1913.

EDITOR JOURNAL: In the June JOURNAL there was a lot of good information on the SF-4 governor and air pump which I can say I appreciated, and I am sure there are others.

If you can, will you please give some more information on the E-T equipment and, if possible, show cuts or chart?

The E-T equipment is being furnished now on all of the latest powers we are receiving, and this information will be very helpful to a great many.

Thanking you in advance, I remain,
ED G. MCDANIEL, Div. 368.

That Proved It.

A "rube" from one of the back counties in a Western State, who had never seen a railroad, happened in a town through which a new road was being built. He learned from the foreman of the job what he was building and, noticing that but a single track was being laid, asked which way the trains were to run. When told they intended to run them both ways he scoffed at the idea, and said:

"You fellers may be smart but you cain't do that, an' I know it."

The foreman told him to come around some time after they got the trains going and he could see how it was done.

The rube returned again after the road

was in operation, and just as he struck town saw smoke from a train coming from the East. He also noticed that another train was coming from the West. The very thing that he had believed impossible was about to happen—two trains going in opposite directions passing on a single track. He really believed they were going to do it; do the very thing that he had vainly tried to figure out ever since he had talked to that foreman a year before.

He watched the trains with breathless interest as they came nearer to each other. He saw the engine and train crews make their escape. He saw the trains go together and pile up a mountain of wreckage. For a moment he was shocked. Then he recalled to mind his prediction of a year before, and said:

"I told the durn fools they couldn't do it, and that proves it."

JASON KELLEY.

• "Safety First."

DENNISON, O., June 8, 1913.

EDITOR JOURNAL: The slogan nowadays is "Safety First," and I thought a word on the subject would not come amiss. Time was when everybody worked to get there, no matter how, and all kinds of chances were taken by engine and train crews alike, and many accidents resulted.

Another slogan that should be considered in conjunction with "Safety First" at all times is "Make Haste Slowly."

This latter is especially good to observe when handling long, mixed trains, to avoid injury to cars and train crew. If followed out in the roundhouses and shops, how much longer the locomotives would last and how much better work could be done with them. At present it is *hurry up* all the time. Get them out on the road and let them fall down if they want to—just so we get them off our hands. Are they leaking? Oh, they'll make a trip. Are they foaming after a 20 or 25-day run for wash-out? Blow them out a little; the boys will handle them all right.

Is the brake no good on her? Oh, well, just be a little careful. Shut off soon enough and you will be all right. You used to run them without brakes, you know, and had no trouble.

About the law—oh, the company will look out for that; you do not have to pay

any fine. They will only hold *you* for manslaughter if you kill anybody. And the symbol is up everywhere.

No, this is not a pipe dream. Brothers, get in the game. Make "Safety First" mean what it says. The highest officers are behind you. Let the little fellows shout, but live up to the law and the company's rules and clear yourself. Remember, it is all up to the engineer, and make haste slowly in the interest of safety first.

It is understood that Moses was the first safety committee of one for the Hebrews. Where is the Moses that will make the four Brotherhoods understand that they *must combine for their own* "Safety First," or ———. Fill it in yourself, Brother.

Brethren, you now have a chance to arise and speak your piece.

Yours for "Safety First,"

G. WEBB JONES.

Mo. P.—St. L., I. M. & S. Hospital Service.

EDITOR JOURNAL: Returns from the election held recently by the employees of the Missouri Pacific-Iron Mountain show that the following have been chosen members of the Board of Hospital Service Managers of the system for the fiscal year ending June 30, 1914: J. B. Corn, conductor, Little Rock, Ark., representing train, engine and yard service; Chris. Deans, boilermaker, Argenta, Ark., representing shops, roundhouses and repair yards; H. E. Billman, general roadmaster, St. Louis, representing employees of maintenance of way and structures; T. P. Adams, local agent, St. Louis, representing telegraphers, office and station employees.

The following officers of the company have been appointed members of the board to serve for the same period: J. W. Higgins, general manager, St. Louis; T. L. Philips, assistant to vice-president and general solicitor, St. Louis; J. G. Livengood, general auditor, St. Louis, and J. J. Knapp, chief dispatcher, Wichita, Kans.

The hospital service on the Missouri Pacific-Iron Mountain system is maintained and conducted by the employees and officers of the road through the board of managers, the entire property of almost \$200,000 in cash, in addition to valuable real estate, having been turned over to the men by president B. F. Bush last October.—*Publicity Department Mo. P.-I. M. Co.*

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AUGUST 1913.

The B. of L. E. and B. of L. F. & E.

We present on page 694, this issue, the agreement entered into at a Chicago conference between representatives of the two Orders, which we hope will get the reading, thought and understanding it deserves. Whatever feeling existed between the B. of L. E. and B. of L. F. & E. was more imaginative than from real causes, but whatever the cause, the door was always open to those who see little good in anything to accuse, which usually means a noxious growth of an adverse sentiment with no means of weeding it out with truth, and these rules are for the purpose of both parties understanding what is expected of them, obviating the room for misrepresentation, as proof will be needed to substantiate a charge, and we should keep to the letter of this agreement.

Organized labor has many enemies—enemies because they think it interferes

with their liberties to run their business their own way, hire whom they please, and pay the meanest wages anyone will accept; and labor is organized to combat this ancient principle, that property right is the only right recognized under the law and that the employer enjoys a right to liberty to do what those who labor may not do without violation of law. They desire and deserve equality before the law, and are organized for the purpose of protecting personal and aggregate interests of the members; and we need to keep in touch with all classes of organized labor in order to have the strength necessary to combat the great factor of society who would deny our right to do as capital does—agree to work in harmony together, sell our labor in the best market and, through this, elevate our common membership morally and financially, and the agreement between the two engine Orders is for the purpose of closing up any gap in our ranks that would give our opponents an opportunity for a flank movement, and disorganize or destroy our usefulness as protective organizations.

It does not change our principle in any large degree, but creates rules whereby we may live as neighbors without a high fence between us—rules by which we can attend to our own affairs without either infringing upon the rights of the other.

Our differing opinions have been formed more by our sympathies, and what we deemed personal interests, than by carefully sifted evidence of facts.

It is the opinion wrongly conceived which tends to weaken organized effort, and if common enough might destroy it, so we should all remember that the integrity of men is to be measured by conduct, and not by professions; and if members of the B. of L. E. and B. of L. F. & E. are inclined to criticize others, we suggest that they first analyze their own conduct and see if it is up to the standard they would prescribe for others.

Whatever our opinions may be, most of us know better than we practice and recognize better rules of life than we obey; hence we should be very careful in our charges of dereliction and failure, to do those things we ought to do to one

another as individuals, and collectively as organized factors.

So let us thoroughly understand the agreed rules of conducting our business relations, live strictly up to them, and so preserve and enhance the power of both for the good of all.

Organized Labor Greatest Trust in America.

Governor Joseph M. Brown, of Georgia, in a message to the legislature asking for the enactment of laws requiring compulsory arbitration of the differences between employees and employers, is quoted as saying:

"We are brought face to face with the fact that these unions or combinations of employees in public service and other corporations, have forced their wages above those received by workmen in all other departments of life who have not formed these aggressively militant combinations. The trend of the laws of the present day is to suppress combinations or trusts in restraint of trade; yet, it is a matter of note that the labor trust is the *most widespread and aggressively exacting trust in America*. Politicians pander to it because of its voting power."

It would seem that there are working voters enough in Georgia to make even the Governor sit up and take notice; but he has evidently got something on his mind that is hurting him badly. Possibly he wants to be president of the Manufacturers' Association; what he says would fit in nicely with remarks by ex-Presidents Kirby, Parry and Post. He wants a law that will deny the liberty of contract to labor, and that will prevent them quitting the service of an employer, however undesirable the conditions may be.

He would, no doubt, destroy the labor organizations if he could, and in that case there would be no need of his pet measure, compulsory arbitration, as the employees would not be in a condition to be heard. But the attitude of the Governor ought to be sufficient evidence to all workmen in Georgia that organization is their only salvation, even though

the Governor charges that they are breeding anarchy.

"It makes some people mighty sick to smoke the pipe of peace," but laboring men should keep their pipe ready, stick to the principle of mediation, even if the Browns, Kirbys, Parrys, Posts, etc., do get sick because they cannot have things entirely their own way.

The very fact that the Governor is so strongly set in his notions about organized labor suggests that he is as far away from an equitable position as he seems to believe organized labor is; and we suggest to Governor Brown that he take stock of his grudges, trace each back to its source, analyze them, let his conscience have free play, and see what a warped code his self-interest has led him into.

"Very positive men have great need of being very right; otherwise, they may be very wrong."

What Secretary Cortelyou, Department of Labor, said, would be good for the Governor's perusal and consideration.

"We must not misjudge this splendid body of our citizenship because of the misdeeds of individuals or of organizations. To do so would be as foolish and unjust as to impugn the motives or belittle the influence of the great business interests of the country because of particular instances of greed, injustice, or wrongdoing in their ranks."

Crisis Has Been Reached.

At the hearing of the Interstate Commerce Commission in conjunction with the Utilities Commission of Connecticut, relative to a wreck on the N. Y., N. H. & H. Ry. at Stamford, *The New Haven Journal-Courier* reports General Manager Brado as saying that the road had been unable to maintain discipline among its men owing to interference from the union (the B. of L. E.) and indicated that a crisis had been reached, that something would have to be done, that it was about time the public understood the situation and took a hand in its "own safety."

The Boston Transcript reports him as saying, "The general manager of a railroad should have the power to say what

is right and wrong and he should have the power to enforce what he says. He cannot have the power if the organization is going to point a pistol at him every time he attempts to do anything which he knows from his own best judgment is the right thing to do," but points to a very important truth in connection with the statements. "That the public is entitled to know, not in general terms, but specifically, what labor organization has been pointing a pistol at the general manager of the New Haven road"; and, since the statement was directly connected with the investigation of a member of the B. of L. E., that organization in particular is entitled to the facts; when, where and by whom were these coercive measures applied to General Manager Brado, or any other manager, compelling him to accede to whatever demands were made upon him?

We cannot believe the general manager would have made even such an ambiguous statement had it not been for the severe criticism the New Haven has had from the public for quite a period, not in our opinion so much because of the unfortunate wrecks, as because that system has taken over nearly everything that goes on wheels in New England, and in consequence, the public evidently conclude they are not getting a square deal, and they give the officials an unsavory reputation which evidently hurts their feelings and we believe is the cause of the statement the general manager is quoted as making relative to the organizations. The main difference is that the public has the evidence of common control of the railroad, and an assertion relative to the B. of L. E., and neither one is justified by the facts in so far as the company holding a gun at the public, and the organizations a gun at the railroad officials.

As to the wreck at Stamford and the engineer's responsibility, the B. of L. E. nor the contract between them and the company compelled anyone to assign him to the run. The only application to this case is the fact that an engineer must have had one year's experience before he could be assigned to passenger

service, and Brother Daugherty had run in switch and freight service 365 days. As to competency, that is the province of the officers of the company to determine.

As an evidence that the contract held between the organizations and the company had not been at all detrimental to the service, from 1903 to 1910 inclusive, but two passengers were killed, though there were 3,060,000 trains operated, carrying 441,226,000 passengers; over a total mileage of 93,593,311.

The troubles of the New Haven have been confined to 1911-1912 and to June, 1913, and the men have been working under practically the same contract for many years.

The findings of the Interstate Commerce representatives in no way censure the B. of L. E., but does put all the blame on the New Haven Company, even to saying that in relation to assigning the engineer to this train, "primarily the determination of the requirements of the service and competency of the engineer is for the management of the railroad," under the contract between the company and the B. of L. E.

Our space in this issue, owing to the insertion of the Division Addresses, makes it impossible to insert the findings of the Commission, approved July 7 and received too late to make room for it. It will appear in the September issue.

"It is easier to find a score of men wise enough to discover the truth than to find one intrepid enough in the face of truth to stand up for it."

We, as an organization, expect to be criticised, but we dislike criticism not based upon determinable facts.

Information Concerning Workmen's Compensation and Headlight Bills.

WASHINGTON, D. C., July 9, 1913.

C. H. Salmons, Editor and Manager The Engineers' Journal, 1124 B. of L. E. Building, Cleveland, Ohio:

DEAR SIR AND BROTHER: There are being sent out in franked envelopes to each Division of the B. of L. E. a number of copies of a statement and table of figures prepared by Bro. H. E. Wills,

A. G. C. E., and National Legislative Representative, and printed in the Congressional Record by Congressman Davis, of West Virginia, illustrating the workings and benefits of the Workmen's Compensation Bill as it now stands after having been liberalized and reintroduced in the Senate and House.

It is hoped that these documents will be given as wide a distribution among our men and their friends as possible, as the information therein contained will serve to correct some of the erroneous ideas concerning this bill which apparently have been generally enough entertained to cause the adverse action by the B. of R. T. and B. of L. F. & E. Conventions. Additional copies of this document will be sent on request made to Brother Wills, 101 B street S. E., Washington, D. C. First come, first served.

A Headlight Bill has been prepared and introduced in the United States Senate by Senator Cummins, of Iowa, at the request of Brother Wills. Copy of this, together with explanatory letter, are being sent to the Chairmen and Secretaries of the State Legislative Boards. As this is a matter of especial interest to the men on the engines, it is expected that this bill will provoke much discussion among our membership and result in a concerted effort to bring about the passage of a satisfactory Federal Headlight Law. Those who desire to secure copy of the proposed measure (S. 2675) can do so by writing to Brother Wills.

With kind personal regards, I remain,
Faternally yours,

H. E. WILLS,

A. G. C. E. and National Legislative Representative B. of L. E.

Links.

DON'T forget the annual union meeting to be held in Toronto, on August 5, 6, 7 and 8; see page 653, July JOURNAL. The executive committee extends a cordial invitation to all members and they naturally hope for a good attendance. No guarantee is needed that those who do attend will find it both profitable from an educational view and pleasant socially.—EDITOR.

You are cordially invited to be present at the 19th annual reunion of the old Atlantic & Great Western railroad employees, to be held at Lake Brady, O., Saturday, August 23, 1913. Business meeting at 10:30 a. m.

Any member having suggestions to make regarding changes in by-laws, or matters of interest to the association, will please submit the same in writing to the Secretary before August 23, 1913.

All old employees of the A. & G. W. R. R., with their wives, are requested to become members of the association by forwarding to the Secretary one or more years' dues, at the rate of 50 cents per year, and receive a certificate of membership. Come and meet old acquaintances of the broad gauge times.

M. A. RICKSECKER, Pres., Galion, O.

W. E. NICHOLS, Sec.-Treas.,

Box 93, Meadville, Pa.

Address all correspondence to the Secretary.

THE next Winnipeg fifth Sunday meeting will be held at Fairbairn Hall, corner Main street and Selkirk avenue, on August 31. The meeting will open at 2 p. m. All members who can attend are cordially invited to help us make it a success.

G. S. MCKENZIE, Sec.

ON June 15, 1913, Bro. C. H. Hitchcock, Chief Engineer Div. 525, assisted by several Brothers from Divs. 525, 113 and 778, proceeded, with the authority of the Grand Chief Engineer, to install Fred C. McMillan Div. 835 in East Des Moines, Ia.

This Division is composed of men running on the St. Paul & Kansas City Short Line division of the Rock Island. It was instituted with a membership of fifteen transfers and two initiations.

Members of the new Division seem to be live ones and we bespeak for them success. J. E. LOUDRY, S.-T. Div. 525.

DIVISION 621 wishes to announce through the JOURNAL the appointment of Bro. P. F. Newell to the position of road foreman of engines on the Wymore division of the C. B. & Q. Ry.

Brother Newell is an engineer of twenty-five years' experience, and for

sixteen years has been in heavy passenger service, handling these runs with satisfaction to the company and credit to himself.

Brother Newell is a charter member of Div. 621, was Chief Engineer for two years, and served one term as local chairman of the committee of adjustment.

Brother Newell enters into his new duties with the good will and best wishes of every member of the Division.

Fraternally, O. E. W.

JUNE, the month of roses, and the month of weddings, has come and gone, and we are happy in the knowledge that we have had our share of the roses, and that we have also had a goodly number of weddings in our midst.

It is wonderful how cupid plays his tricks and does his work so well.

A very pretty home wedding was solemnized at the residence of Bro. G. R. Reed, Chief Engineer of Div. 370, Pittsburgh, Pa., on June 25. The contracting parties were Miss Lela Elizabeth Reed, only daughter of Bro. G. R. Reed, and Mr. Robert Earl Maxwell.

Rev. Boory of St. Paul's Lutheran Church tied the knot good and tight, after which the relatives and friends offered congratulations and then repaired with the newly-made man and wife to the beautifully decorated dining-room to partake of the wedding breakfast.

Mr. and Mrs. Maxwell will make their home here among old friends; and, so here is from the railroad boys—good luck, and may the Master's blessing rest on you both, and the years that are to follow bring you peace, happiness and prosperity.

GRAY LOCKS, Div. 370.

MR. F. B. BARCLAY, master mechanic on the Louisiana division of the I. C. R. R., was promoted June 1 to superintendent of motive power, with headquarters at Memphis, Tenn.

DEAR SIR AND BROTHER: On June 9, at a regular meeting of Div. 196, B. of L. E., the following resolutions were adopted:

Resolved, That it is with the most profound regret that we, the engineers of the Louisiana division of the I. C. R. R.,

have learned that you are going to leave us, but rejoice at your promotion, and that you will still have jurisdiction over us.

Kind Brother, permit us in this manner to express our best wishes for your success in your new field of labor.

In your capacity as master mechanic of the Louisiana division you have demonstrated the fact that a Brother can be a loyal and faithful official, always working for the best interest of his company, and at the same time be a friend to those under his supervision, and enjoy their confidence, respect and esteem. We know you have discharged the duties of your position conscientiously and efficiently, always intent upon the best interest of the company, but we also know that you have been a friend to us, and that your treatment to us has been just and fair.

The treatment which we have received at your hands has won our admiration and esteem, and in your promotion we therefore feel that we are sustaining a personal loss; but it was with pleasure and pride we learned of your promotion.

We desire to assure you of our appreciation of your many kind words, and of our best wishes for your future welfare and happiness.

Respectfully,

ROBT. PENN, W. J. TAYLOR,
C. A. GILMORE, Chairmen Committee.

The second Kansas City union meeting was called to order at 11 o'clock a. m., Saturday, June 28, and we soon saw by the number of the Brothers gathering that the work we had done was not in vain. Bro. Lon B. Swearingen, chairman, opened the meeting in due form, as a continuation of the last regular meeting of Div. 824, to allow the initiation of a class of candidates by our Grand Chief, Bro. Warren S. Stone. We were one hour behind schedule but it was unavoidable, as we were waiting for the Grand Chief, who was 22 miles from the city behind a freight wreck on the Chicago & Alton. But we do not consider the time wasted, as we spent it in getting acquainted with Brothers from out of town.

We found that in the number gathered together for the first meeting were Broth-

ers from as far west as Amarillo, Tex., and east from Peru, Ind. We found that with us were two old Brothers, both wearing honorary medals; these Brothers were, Brother Brownhill, S.-T. Div. 412, and Brother Stypes, of Div. 502. These two Brothers were working together as engineer and fireman on the day President Lincoln was assassinated, April 14, 1864. Each has spent more than one-half century in harness.

After the meeting was opened the Grand Chief willingly took the chair and initiated the class of candidates, despite the uncomfortable 22-mile ride in an automobile in the hot sun that was necessary to bring him here in time for this meeting. After the initiation we adjourned until 2 o'clock p. m.

At 2 o'clock p. m. the meeting was called to order by Brother Swearingen and the Brothers gathered to hear the talk that Brother Stone had traveled several hundred miles to deliver. The heat was oppressive in the hall, but it was not enough to cause the Brothers who are used to the sun on one side and a hot boilerhead on the other to stay away.

Brother Stone spoke a few words at the beginning on the advisability of all union men demanding the union label on all things possible, on the grounds that we know that goods bearing this label are manufactured under sanitary conditions and where a living wage is paid. Brother Stone then took up the subject of the Eastern Concerted Movement, which we have all heard discussed, and he told us of many things we did not know—of their efforts to secure better working conditions and a more uniform wage scale for the Brothers in that territory. He explained the action of the board of arbitration in awarding the handling of all electric power handled by the steam roads to the engineers at the minimum passenger scale of wages.

Brother Stone spoke of the future benefits for the Western territory, and said that he would recommend that the next move should be toward better working conditions and shorter hours, which was received by the Brothers with much applause. He spoke at length on the Chicago Joint Agreement between the B. of L. E. and the B. of L. F. & E., and read and discussed the agreement by sections. He next took up the subject of hired men, and complained that the class of men that were sent to him recommended as first-class men for him to place in service were in many cases incapable or otherwise unfit for that service. He then took up the question that is ever present with us, and that is the use of intoxicating liquor either on or off duty. I believe the stand our Grand Chief takes on the liquor question is well enough

known that it would be of no use for me to explain it. Our Grand Chief concluded his talk with a few remarks on living up to the teachings of the Brotherhood that should make better Brotherhood men of all who heard him, and gave us four mottoes that he requested all the Brothers to remember, as follows: First, pay your honest debts; second, save your money; third, do not use intoxicating liquor; fourth, remember your obligation.

At the close of Brother Stone's talk there were a few minutes' general discussion, and we adjourned to meet at 8 o'clock p. m.

Brother Swearingen called the meeting to order at 8 o'clock p. m. This was an open meeting, and we were first treated to a lecture by Mr. B. F. Johnson, mechanical expert of the Westinghouse Air Brake Co. This was followed by a lecture by Bro. John F. Ensign, Chief of the Interstate Commerce Commission's department of locomotive boiler inspection. Both lectures were accompanied by stereopticon illustrations. These men are too well known to the readers of the JOURNAL to need an introduction by me, but I will say, however, that if there are any of you that have not heard them, you will be well repaid for your time and trouble to go and hear them if you ever have the opportunity.

Having found there were more candidates to be initiated we decided to have another meeting at 10 o'clock Sunday morning for this purpose.

The meeting at 10 o'clock Sunday morning was called to order as the second continuation of the last regular meeting of Div. 824, and was opened in due form to allow the initiation of the candidates. After the meeting was opened Brother Swearingen, acting C. E., requested Brother Goodwin, of Div. 178, to take the chair during the initiation, and Brother Goodwin consented. Brother Cadle, A. G. C. E., had told us on the previous day that Brother Goodwin was very good in this position, and we found this to be true even beyond our expectations.

After the initiations Brother Cadle, A. G. C. E., was called upon and spoke first on the Brotherhood, what it is and what it would be if every member of the Order would live up to its teachings. He explained to us the conditions on the Grand Trunk Railway as they are now, and as they were a short time ago, when only 42 per cent of the engineers of the system belonged to this Brotherhood, and of the great amount of work that was done by our Grand Chiefs and others to reach their present conditions. Brother Cadle spoke at length upon the Insurance Association, and what it is doing, and he told us a great truth, that we know too little of what our own In-

insurance Association is, that the rank and file seem to be willing to let some one at the top tend to their insurance business and do not bother themselves to learn what is being done for them. You all know Bro. Cadle, and he was at his best. At the close of the talk the meeting adjourned to meet at 2 o'clock p. m.

The afternoon meeting was called to order at 2 o'clock, and this meeting, as was stated to the different Divisions in our letters, was for the discussion of a question that is of great importance to the Brotherhood in general, and especially to the Western territory. This question was discussed in turn by Bro. A. L. Konold, Chr. G. C. of A. of the U. P., Bro. G. W. Smith, Chr. C. B. & Q., Bro. W. O. Van Pelt, Chr. K. C. S. system, Brother Moran, Chr. Mo. P., Bro. A. S. Mead, Chr. Wabash Ry., Bro. P. R. Christal, Chr. C. & A., Bro. W. T. Keady, Chr. A. T. & S. F., Brother Walters, Chr. St. Louis Terminal, Bro. J. R. Quigg, Chr. Kansas City Terminal Railway, Brother Cheney, Div. 502, Brother Goodwin, Div. 178, and others.

During their remarks the Brothers also brought up other matters. Brother Konold spoke on honesty with each other and with the Organization, and the lesson learned long ago that in organization there is strength. Brother Goodwin spoke against the high salaries paid to General Chairmen and Grand Officers, and advocated the establishment of the power of recall. Brother Smith spoke of the number of men in this country who are running engines and do not belong to the Brotherhood. Brother Van Pelt spoke on the question before the meeting from the standpoint of one who has studied the situation, and gave us some things to think about. Bro. Walters explained the schedule of the St. Louis Terminal and the difference between it and the schedules of other terminals. Brother Quigg followed Brother Walters and explained the conditions under which the yard men of Kansas City work, which do not compare well with the conditions of the yard men of St. Louis, and he told us of the efforts of himself and others to better these conditions. Brother Quigg is known as a very successful chairman and a great Brotherhood worker, and is at present chairman of the Executive Committee of this Union Meeting.

During the meeting Brother Cadle, A. G. C. E., was again called to the floor and explained the origin of the pension plan as it was adopted, and that at present it is only an experiment; that if the members really want a pension plan they had better rally to the support of the present one before it is too late. He concluded his talk by telling us to support

our chairman of G. C. of A. in what he does, and if he does not conduct himself in such a manner as to command that support to replace him by one who will.

We found by consulting the register there were 44 Divisions represented at this afternoon meeting, and we think, beyond a doubt, that the claim that we are lacking in interest in the Brotherhood in this territory has been overcome. The meeting was adjourned at 6 o'clock until 8 o'clock p. m.

The last of the meetings was called to order on time by Brother Swearingen, who announced that we would continue the discussion of the question that was before the afternoon meeting. Some of the Brothers who had talked at the afternoon meeting made additions to their remarks. Brother Duree, chairman of the Legislative Board of Kansas, and Brother Brittingham, chairman of the Legislative Board of Missouri, spoke at length upon the question before us, and also upon legislation and public sentiment.

After the close of the discussion a motion was carried that the Union Meeting go on record as favoring a concerted move in the western territory.

After that matter was disposed of Brother Swearingen, our chairman, took the floor and talked in the interests of the hired man. On most of the roads of this territory the business fluctuates with the seasons, and when the engineers' list is reduced the hired men many times are compelled to seek other employment, and in many cases work as laborers to support their families and at the same time pay the same amount of dues into this Brotherhood as the Brother with the high salaried run. Brother Swearingen called our attention to the fact that while on nearly every road in the Western territory there is a schedule requiring that 50 per cent of the engineers shall be hired, that on many of these roads there is a much smaller per cent hired and some none at all. He spoke of this as a matter our local and general chairmen have neglected, the outcome of which is an ever increasing number of idle engineers which can be held as a club in time of trouble.

The business of the union meeting was then taken up and it was decided to hold the next meeting on the fifth Sunday of August, which is August 31. All Divisions within a radius of 200 miles will be notified by letter of the meeting place, headquarters and program. After a vote of thanks to the officers of the union meeting the meeting was adjourned.

In spite of the intense heat and the fact that there were no arrangements made for entertainment and that the

meeting was all business and no pleasure, we were satisfied with the attendance, considered the meeting a great success and request all of you to attend our next one. Fraternally yours,

H. O. HUSKEY, Publicity Sec. K. C. U. M.

THE first quarterly union meeting of the Pennsylvania system was held in Baltimore, Md., July 5, 6 and 7, 1913, and it was as all such meetings held at Baltimore are — a grand success. On Saturday evening we were invited to Odd Fellows' Hall, where we were welcomed to Baltimore by Sister Alice Metcalf, who was first President of Oriole Div. 110, G. I. A., when it was organized more than 20 years ago in Baltimore.

The chairman, Brother J. B. Connely, then introduced Brother John F. Ensign, chief department locomotive boiler inspection, Interstate Commerce Commission, who treated us to an illustrated lecture on locomotive boilers.

The stereopticon views were very interesting, as they showed so very minutely the historic development of the locomotive and the locomotive boiler.

The lecture of Brother Ensign shows above all things the value to the engineers of our legislative department and the great work that is being accomplished by the application of the boiler inspection law. But the best law ever enacted will be of little avail without some strong, masterful hand present to execute it; and we feel that this element so very necessary to the proper and vigorous application of the law is found in Brother Ensign. We feel that a great work is being done by the illustrated lectures, and would advise all interested in locomotive boilers to attend these lectures when an opportunity offers.

After the very able talk by Brother Ensign, refreshments were served by the ladies, which completed the program of this very enjoyable evening.

On Sunday morning, July 6, the first quarterly union meeting of the Pennsylvania system was called to order by Bro. J. B. Connely, at 10:30 o'clock. We were honored by the presence of the Grand Chief, Brother Stone, and Brother Ensign. Brothers of the system discussed matters pertaining to the system, and many questions were asked with regard to negotiations being conducted with the officers of the Pennsylvania at Philadelphia. Interest centered, however, in the recent agreement entered into by the B. of L. E. and the B. of L. F. & E. Brother Stone explained this agreement in a general way to the meeting in the morning for the benefit of those who could not be present in the afternoon. At the afternoon session he went into detail and reviewed the history

of the negotiations that brought about this agreement and the benefits hoped to be gained by a closer relationship between the several railroad Brotherhoods. The address by Brother Stone covered a wide field, and those who were so fortunate as to hear him were many times compensated for their trip to Baltimore.

Brother Ensign gave a very interesting talk on the work of the department, which was on entirely different lines from his lecture on boilers, and was interesting and instructive to engineers.

Brother Park, general chairman of the Pennsylvania Lines East of Pittsburgh, made a very able report of the work of the committee and affairs of the organization of the Lines East.

This was one of the most successful union meetings we have ever attended, as so many matters were discussed that were of exceptional interest to engineers.

It was decided that the next system quarterly meeting will be held under the auspices of Div. 345, Olean, N. Y., on a date to be announced later.

We were invited to be on hand at the Light street wharf at 8:30 Monday morning, July 7, for a trip down the Chesapeake Bay on the steamer Louise to Tolchester Beach, where we arrived about 10:30. The morning was ideal, a good fresh breeze blowing up the bay, which made the trip an enjoyable one. The party indulged in the amusements until the lunch hour.

The committee had prepared an old-fashioned Maryland crab feast, which always assures the presence of a good crowd at the Baltimore meeting.

We gathered at the pavilion and all that was necessary for the crab feast was there; and if the amount of sea food and the other necessities is a criterion by which to judge the success of this part of the program, indeed it was all that the committee had anticipated.

The committee were very thoughtful in providing this part of the arrangements, as it takes but a few of we landlubbers to make a grand success of a feast of this kind. After we disposed of this repast many enjoyed the bathing in the pleasant waters of the Chesapeake, after which we again boarded the steamer and spent our evening in our trip back to Baltimore.

Much credit is due the committee of arrangements for their efforts, as a meeting of this kind is instructive and enjoyable, as well as doing a good work in advancing the interests of the Brotherhood. We hope that the committee feel repaid for their efforts and we assure them that they have our sincere appreciation. Fraternally yours,

ROBT. F. JACKSON,
Secretary Union Meeting.

SPECIAL NOTICES

Sec. 89. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Members of the following Divisions will correspond with the Sec.-Treas. of their Divisions immediately.

301—C. M. Mercer.

Anyone knowing anything relative to Bro. Thomas Quinlan, who when last heard of was running out of Minneapolis, Minn., will confer a favor by notifying his sister, Mrs. Frank Bolway, Oswego, N. Y.

Information is wanted relative to the whereabouts of Bro. A. F. T. Karrigan, medium height, light hair and light complexion. When last heard of was employed as hostler at Field, Can. Kindly address Bro. N. W. Rice, S.-T. Div. 758, 1214 Harney, Vancouver, Wash.

Wanted—To know the whereabouts of one Wm. J. Stumpf, engineer, who formerly worked on the Panama Canal, and went from there to Peru, S. A. Kindly address his father, Mr. Joseph Stumpf, 510-12 Colorado street, Austin, Tex.

Bro. R. H. Keese, Div. 401, and his wife are equally distressed because their oldest boy leaving home early in June has only been heard from once, when he was in Bristol, Tenn. He is described as 15 years of age, slender build, shabbily dressed, and paralyzed in the right shoulder, so he cannot raise arm only from elbow to head; has a fair education and loves farm work. Our Brother wants the assistance of members of the Order in locating him if possible, and anyone knowing anything of him will confer a great favor by corresponding with Bro. R. H. Keese, Mayport, Fla., or Mrs. R. H. Keese, the distracted mother, 115 N. Jefferson street, Roanoke, Va.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Detroit, Mich., derailment, Bro. Jas. S. Martin, member of Div. 1.

Toledo, O., June 25, arterio sclerosis, Bro. A. H. Wallace, member of Div. 4.

Sandusky, O., June 19, Bro. H. W. Vincent, member of Div. 4.

Chicago, Ill., June 10, tuberculosis, Bro. J. W. Schoemer, member of Div. 10.

Buffalo, N. Y., June 20, pneumonia, Bro. John Sheridan, member of Div. 15.

Logansport, Ind., June 21, blood poison, Bro. Mark Wallace, member of Div. 20.

Laurelville, O., July 8, complication of diseases, Bro. S. Courtney, member of Div. 34.

Philadelphia, Pa., June 26, old age, Bro. Samuel A. Bennett, member of Div. 45.

Hornell, N. Y., June 17, cancer, Bro. A. S. Granger, member of Div. 47.

St. Louis, Mo., July 2, derailment, Bro. B. F. Meyers, member of Div. 48.

Newark, N. J., July 8, paralysis, Bro. Harry Hooley, member of Div. 53.

Markesan, Wis., June 28, overcome by heat, Bro. P. H. Whitty, member of Div. 66.

Louisville, Ky., June 8, operation, Bro. F. M. Carlisle, member of Div. 78.

Columbus, O., July 8, heart failure, Bro. Reuben P. Dempsey, member of Div. 79.

Greenville, S. C., July 10, heart failure, Bro. C. J. Joffe, member of Div. 84.

Kenosha, Wis., June 12, apoplexy, Bro. John Ward, member of Div. 96.

Philadelphia, Pa., June 21, Bro. Gregory Parks, member of Div. 109.

Philadelphia, Pa., June 14, complication of diseases, Bro. Joseph H. Ellis, member of Div. 109.

Escanaba, Mich., June 17, apoplexy, Bro. David Reese, member of Div. 116.

Green Bay, Wis., July 14, engine turned over, Bro. S. B. Corey, member of Div. 116.

Indianapolis, Ind., July 4, diabetes, Bro. Henry Noggle, member of Div. 143.

Decatur, Ill., June 26, bladder trouble, Bro. John W. Bingham, member of Div. 155.

Oakland, Cal., July 6, kidney and heart trouble, Bro. D. W. Harding, member of Div. 161.

Newark, N. J., July 2, heart failure, Bro. C. W. Perry, member of Div. 171.

Baraboo, Wis., July 14, paralysis, Bro. Harry Delner, member of Div. 176.

Denison, Tex., June 9, apoplexy, Bro. J. W. Corn, member of Div. 177.

McDonoughville, La., June 8, apoplexy, Bro. J. H. Hasling, member of Div. 193.

Algiers, La., June 25, Bright's disease, Bro. E. G. Moore, member of Div. 193.

Atlanta, Ga., June 28, epilepsy, Bro. Louis Rebb, member of Div. 210.

Pine Bluff, Ark., July 5, fell from engine, Bro. W. B. Williamson, member of Div. 216.

Carthage, N. Y., June 18, run over by engine, Bro. Wm. Kimbrell, member of Div. 227.

Ennis, Tex., May 28, hemorrhage, Bro. R. L. Gaultney, member of Div. 242.

Ennis, Tex., June 15, hemorrhage, Bro. L. C. Overheiser, member of Div. 242.

Corning, N. Y., June 30, heart failure, Bro. James M. Ramsdell, member of Div. 244.

Elkhart, Ind., June 18, collision, Bro. C. G. Hueneryager, member of Div. 248.

Chicago, Ill., June 23, Bro. John Lillis, member of Div. 253.

Mauch Chunk, Pa., June 12, Bright's disease, Bro. Geo. W. Liggett, member of Div. 257.

Easton, Pa., July 7, paralysis, Bro. R. M. McAllister, member of Div. 259.

Ashtabula, O., July 2, collision, Bro. O. W. Carpenter, member of Div. 260.

Asheville, N. C., April 28, operation, Bro. Claude Suttle, member of Div. 267.

Asheville, N. C., May 5, leakage of the heart, Bro. G. W. Brown, member of Div. 267.

Spencer, N. C., March 31, engine turned over, Bro. W. M. Eagle, member of Div. 267.

Buffalo, N. Y., June 24, explosion, Bro. John P. Conroy, member of Div. 278.

Grafton, W. Va., June 26, heart trouble, Bro. Wm. Graham, member of Div. 284.

Altoona, Pa., June 16, chronic nephritis, Bro. James A. Halligan, member of Div. 287.

Joliet, Ill., June 5, paresis, Bro. Patrick J. Crowe, member of Div. 300.

Hallstead, Pa., July 13, heart disease, Bro. J. K. Wheldon, member of Div. 305.

Dorchester, Mass., June 14, heart disease and kidney trouble, Bro. Chas. B. Sears, member of Div. 312.

Tilton, N. H., June 8, pneumonia, Bro. F. R. Smith, member of Div. 335.

Philadelphia, Pa., June 15, acute indigestion, Bro. J. H. Hagan, member of Div. 353.

Delmar, Del., March 19, wreck, Bro. S. B. Harrell, member of Div. 374.

Bridgeton, N. J., June 7, cerebral hemorrhage, Bro. Wm. D. C. Richards, member of Div. 387.

Moosic, Pa., June 5, Bright's disease, Bro. J. W. Stewart, member of Div. 403.

Riverside, N. J., June 15, rupture, Bro. John W. Repsher, member of Div. 419.

Buffalo, N. Y., June 17, collision, Bro. Fred Luedeke, member of Div. 421.

Sawtell, Cal., July 3, paralysis, Bro. Chas. Fritz, member of Div. 430.

Chattanooga, Tenn., June 18, knocked off car, Bro. V. S. Crow, member of Div. 436.

Deer Park, Mo., June 7, cancer, Bro. W. W. Hennen, member of Div. 437.

Bluefield, W. Va., June 7, wreck, Bro. A. F. Gillespie, member of Div. 448.

Pittsburgh, Pa., June 15, automobile accident, Bro. Wm. R. Bird, member of Div. 464.

Pittsburgh, Pa., April 6, Bro. Joseph Fillinger, member of Div. 472.

Grand Junction, Colo., July 9, derailment, Bro. F. A. White, member of Div. 488.

Kenora, Ont., Can., July 4, mumps, Bro. Geo. E. Lytle, member of Div. 535.

Cleveland, O., May 5, Bro. Robert Way, member of Div. 551.

Pittsburgh, Pa., June 20, lung and heart trouble, Bro. Wallace R. Faulkner, member of Div. 590.

St. Louis, Mo., June 27, Bro. Wm. E. Perrien, member of Div. 595.

Ft. Pierce, Fla., June 14, heart failure, Bro. W. N. Hays, member of Div. 602.

Cedartown, Ga., May 24, acute nephritis, Bro. W. C. Wheeler, member of Div. 628.

Shamokin, Pa., June 12, struck by box car, Bro. John P. Downs, member of Div. 652.

Rio Vista, Tex., June 13, heart disease, Bro. J. C. Richardson, member of Div. 674.

Pitcairn, Pa., June 24, liver trouble, Bro. Geo. S. Lacock, member of Div. 772.

Trafford, Pa., June 16, Bright's disease, Bro. Robert H. McCutcheon, member of Div. 772.

Corbin, Ky., June 29, engine turned over, Bro. S. A. Righthouse, member of Div. 782.

Savannah, Ga., Jan. 12, Bro. S. H. Padgett, member of Div. 803.

La Veta, Colo., May 12, paralysis, Bro. C. T. Ritchey, member of Div. 820.

Lexington, Ky., June 23, engine turned over, Bro. Chas. Noble, member of Div. 829.

Toledo, O., June 27, heart failure, Mrs. Leah Hockaday, mother of Bro. W. F. Hockaday, member of Div. 400.

Altoona, Pa., July 10, Mrs. Anna C. Walls, wife of Bro. E. E. Walls, member of Div. 730.

ADMITTED BY TRANSFER CARD

Into Division—

31—J. Kulicofsky, from Div. 735.
71—Thos. C. Hasley, from Div. 336.
75—Joseph A. Hummel, Edw. J. Slayberger, from Div. 652.

77—Alfred F. Curtiss, from Div. 348.
90—J. H. Weitzel, from Div. 250.
91—P. H. Coyne, from Div. 599.
99—James L. Barnes, from Div. 777.
133—Wm. Boyle, from Div. 658.
199—Daniel Buckley, from Div. 186.
210—C. W. Springer, from Div. 207.
W. H. Plunket, from Div. 628.

112—J. N. Goforth, from Div. 438.
15—John B. Carter, from Div. 78.
30—C. W. Keever, from Div. 777.
50—C. B. Dunkinson, from Div. 287.
T. Richards, from Div. 142.
vey G. Brownlee, from Div. 565.
Ulrich, from Div. 11.

319—P. W. Grant, from Div. 814.
322—M. S. Tracy, from Div. 750.
S. E. Lund, from Div. 355.
333—C. H. Hubbard, from Div. 505.
362—J. B. Oliver, from Div. 126.
366—J. P. Ford, from Div. 713.
399—D. D. Sweeney, from Div. 695.
400—S. B. Dozier, from Div. 463.
406—Chas. E. North, Dallas E. Noel, from Div. 310.
427—J. H. Koepf, from Div. 197.
460—H. W. Robison, from Div. 218.
485—A. A. Kelly, from Div. 756.
494—John Griffin, from Div. 768.
504—G. G. Heller, from Div. 69.
505—Morgan Skyles, from Div. 228.
510—Wm. Innes, G. R. Thompson, John Allingham, from Div. 733.

520—E. M. Reed, from Div. 613.
Patrick Leo, from Div. 682.
540—H. B. Forrest, from Div. 798.
551—R. J. Burke, from Div. 608.
562—Hy Young, from Div. 466.
574—J. M. Ashford, C. S. Mallett, from Div. 736.
599—J. C. Mitchell, from Div. 756.
626—E. C. Weaver, from Div. 254.
627—H. Zumburg, Adam Wertenberger, W. W. Wice, C. F. Scott, H. E. Smith, L. F. Moyer, G. W. Miller, F. Markham, James Butler, J. E. Ensign, C. M. Grimes, Gus Graff, B. F. Gorman, B. H. Bradshaw, C. W. Bechler, B. F. Bieri, J. J. Lowery, J. C. F. Rumpf, W. Trompauer, J. B. Hommel, G. J. Harbaugh, Fred Haag, F. L. Hampton, F. M. Johnson, T. B. James, C. R. Johnson, Fred Kesselman, G. B. Lemon, from Div. 306.

634—B. E. Brandner, from Div. 362.
649—L. O. Trimble, from Div. 210.
660—O. L. Peiffer, E. S. West, Wm. P. All, L. B. Hansell, from Div. 766.
662—M. D. Knauss, from Div. 398.
677—E. E. Stucker, Oscar Halverson, W. H. Peterson, H. M. Buckley, from Div. 559.
706—J. A. Smith, from Div. 498.
B. E. Dunbar, from Div. 363.
739—T. M. Williams, from Div. 383.
743—M. E. Fox, from Div. 496.
J. N. McFarland, from Div. 401.
744—C. E. Dunlap, from Div. 86.
M. F. Elliott, from Div. 186.
766—Wm. Myers, from Div. 192.
770—F. W. Kells, from Div. 809.
776—W. A. Curry, from Div. 438.
785—J. W. Crotty, from Div. 781.
788—J. I. Catchings, from Div. 363.
798—A. W. Kinghorn, from Div. 540.
800—P. H. Whistler, from Div. 773.
801—M. J. Zeyen, from Div. 488.
803—G. H. Rogers, from Div. 112.
814—R. C. Alley, from Div. 319.
816—D. R. Sutherland, from Div. 764.
823—H. E. Childress, from Div. 604.
S. J. Owens, from Div. 309.
829—W. E. Beatty, from Div. 463.
D. O. Franklin, from Div. 154.

831—T. F. Welday, F. J. Talmage, John Tyson, L. Sullivan, E. H. Shumaker, Geo. Seeley, J. F. Seeley, Henry Reid, F. M. Richason, S. E. Parker, Dan Powers, F. A. Murphy, G. R. McClellan, H. N. McClellan, Thomas McDowell, W. H. Miles, S. E. Mossamer, Edw. Kaadt, A. Kerr, G. H. Karicofe, N. W. Kester, Joseph Hill, T. J. Henderson, W. H. Hassler, Geo. Graden, J. R. Graden, W. P. Ferguson, F. V. Davis, Thos. Carlton, C. F. Cummings, W. F. Bridgeman, M. C. Bell, A. H. Bullis, from Div. 218.
Chester L. Sterling, from Div. 804.
833—N. D. Connolly, from Div. 402.
G. C. Denier, from Div. 750.
Chas. E. Hulet, from Div. 443.
J. W. Doolittle, R. H. Dray, Wm. Casey, Chas. Cassmate, B. W. Clark, G. W. Colby, R. E. Allen, O. W. Morris, W. E. Miller, C. Kellstrom, York Hoskins, from Div. 899.
835—J. F. Bruce, E. M. Colvin, C. C. Fletcher, Adam Greaser, J. H. Haigh, R. P. McCormick, Frank McLean, James McCurray, W. S. Margerum, A. E. Smith, H. E. Stone, F. M. Stringer, A. W. Van Doran, Earl A. Van Doran, S. Willey, from Div. 113.
C. J. Brown, from Div. 600.

WITHDRAWALS

From Division—

7—W. A. Cramer.
16—S. S. Linnell.
66—John Liddle.
73—R. F. Chamberlain.
77—H. W. Simmons.
87—James Martin.
113—A. M. Stiles.
150—W. C. Graham.
186—Jacob Johannbroer.

From Division—

190—J. A. Livesey.
243—O. Ruby.
298—David Holliday.
399—W. J. Barber.
435—J. C. Niemyer.
448—S. W. Vaughn.
456—J. A. Martin.
810—John J. Acker.
John Olsen.

REINSTATEMENTS

Into Division—

6—Ed Conant.
29—Thos. Kerrigan.
51—Fritz Widdekind.
123—R. E. Brown.
147—D. A. McMillan.
190—E. C. Arnett.
201—W. B. Morgan.
224—Geo. Freeman.
230—T. R. Simpson.
239—J. L. Fortwood.
278—E. C. Abler.
W. H. Pierce.
291—E. B. Lee.
301—H. A. Johnson.
309—F. W. Kells.
323—J. J. Francis.
353—J. C. Connell.
371—C. M. Ginter.
380—Fred Walt.
Robt. Elke.
456—H. K. Billings.
J. B. Weisiger.

Into Division—

458—Clinton Avery.
463—S. B. Dozier.
471—W. A. Stuart.
472—J. A. West.
473—D. M. Potts.
488—M. J. Zeyen.
507—Wm. Delay.
514—W. L. Northern.
518—R. J. Moorhead.
518—L. W. Harker.
559—J. J. Richardson.
674—H. Wagner.
682—Patrick Leo.
695—D. D. Sweeney.
706—H. D. Hale.
739—Thos. German.
748—C. O'Connor.
773—F. C. Woods.
781—W. J. Crotty.
790—Geo. J. Bruns.
801—Lionel J. Shibell.

EXPELLED

FOR NON-PAYMENT OF DUES.

1—Jas. C. Andre,
H. J. Otto.
6—H. T. Herring.
11—Del Hunter.
13—J. B. O'Donnell.
16—H. M. Smith.
28—S. C. Martin.
E. T. Date.
J. N. McCormick.
G. L. Davis.
Turner Graves.
29—C. R. Sudduth.
32—M. B. Garney.
34—Jno. L. Dowell.
M. Hensel.
50—D. A. Miller.
G. W. Miller.
Chas. Collins.
G. Twigg.
Jesse Whaley.
E. P. Wilson.
59—Fred Price.
61—H. T. Partridge.
66—Frank Sprague.
71—Edw. Murray.
Chas. Wagner.
F. J. Rook.
77—W. A. Guilford.
F. T. Toffey.
78—F. I. Hayden.
81—Chas. Erickson.
84—A. D. Worth.
C. A. Sigman.
89—J. T. Connors.
99—J. R. Markette.
H. L. Scarbrough.
101—R. M. McComas.
M. E. Lowery.
L. E. Harwood.
C. A. Butler.
E. C. Burdette.
A. L. Sinar.
106—Frank R. Harvey.
118—E. Peacock.
129—John Donlon.
129—Thos. McDermott.
G. K. Gatewood.
130—D. O. Slocum.
C. W. McClure.
134—Geo. C. Miles.
141—D. R. Sneed.
145—L. A. Brinkman.
147—J. C. Montgomery.
153—D. P. Hanes.
H. A. Marvin.
C. V. Carlson.
Frank Wappis.
156—E. McLain.
J. T. Adair.
Elmo Shover.
J. C. Coggin.
C. F. Behrend.
170—D. L. Connor.
177—W. W. Owen.
A. C. Florey.
183—Henry Johnson.
204—Paul Guay.
205—Wm. Hayden.
215—Rufus Alexander.
L. J. Kieffer.
225—B. B. Fortney.
239—W. A. Rolan.
249—Robert Koch.
258—W. E. Shipman.
H. B. Sims.
258—G. Hughes.
Wm. Farley.
J. B. Barrette.
259—Fred D. Sprague.
265—A. C. Taylor.
271—J. R. Schulker.
J. E. Foy.
M. S. Weiss.
283—W. T. Burns.
286—Joseph Jones.
Myron J. Canfield.
289—A. J. Rultman.
H. A. Hammond.
296—H. G. Obracker.
304—Wm. Lee.

304—John Pangman.
S. H. Reed.
J. C. Fauble.

314—W. G. Jameson.
328—A. E. King.
336—W. F. Flynn.
339—Geo. E. Cross.
352—C. W. French.
Marion P. Vorheese
353—J. E. Jackson.
365—Waller C. Bruce.
Chas. Mitchell.
366—W. L. Holmes.
J. H. McKinzie.
F. C. Stickney.
384—R. Allingham.
E. K. Owens.
387—Geo. C. Divinney.
391—J. T. Huntley.
N. McGowen.
402—S. W. Mathews.
John J. Johnson.
G. E. Johnson.
R. T. Jones.
406—John J. Skelly.
J. F. Dunmyer.
424—W. S. McCully.
425—C. H. Miller.
441—J. F. McAndrews.
450—S. E. Smith.
460—J. T. Long.
J. B. Guy.
469—R. J. King.
473—J. R. Williamson.
W. H. Johnson.
475—R. A. Taylor.
J. S. Galleghy.
H. F. Snow.

496—Fred McGhee.
506—A. T. Henline.
522—J. F. Scott.
F. M. Farley.
523—R. E. Fields.
529—Harry White.
Wm. McCallum.
536—D. Donohue.
P. J. Donohue.
547—L. P. Murry.
556—Frank M. Truitt.
559—Geo. Anderson.
A. P. Kelly.
564—S. U. Briggs.
569—J. I. Kraus.
605—A. J. Bishop.
621—H. F. Still.
638—C. H. Keesee.
644—H. A. Newell.
646—W. A. Stegins.
650—Wm. Spillane.
658—Robt. Jack.
677—Ed McManus.
B. Gerrard.
696—J. F. Brothers.
708—Ed F. Goodale.
706—G. A. Adams.
711—J. H. Houser.
713—A. G. Titus.
734—W. B. Boydston.
755—J. W. Rangely.
H. G. Loyd.
E. B. Wallace.
782—R. L. Williams.
785—C. E. Masele.
786—J. F. Wimberly.
815—Geo. Fisher.
C. F. Johnson.

FOR OTHER CAUSES.

6—C. M. Amos, non-payment of dues and forfeiting insurance.
7—F. C. Towle, A. J. Kenyon, non-payment of dues and forfeiting insurance.
8—R. B. Madison, non-payment of dues and forfeiting insurance.
29—Geo. S. Freeman, violation of Sec. 56, Statutes.
36—W. D. Crane, non-payment of dues and dropping insurance.
50—D. Mankamy, non-payment of dues and forfeiting insurance.
John Logan, non-payment of dues and intoxication.
84—W. H. Snider, M. L. Frazier, forfeiting insurance.
96—H. C. Stacey, non-payment of dues and forfeiting insurance.
99—E. E. McFadden, non-payment of dues and forfeiting insurance.
104—T. G. Hamaker, non-payment of dues and unbecoming conduct.
121—W. E. Skelton, intoxication.
130—C. E. Shafner, John Rhineheart, non-payment of dues and forfeiting insurance.
134—Wm. Wolf, intoxication.
144—D. W. Johnson, forfeiting insurance.
175—J. S. Flisher, non-payment of dues and forfeiting insurance.
183—C. A. Sheffield, non-payment of dues and forfeiting insurance.
186—Geo. Connor, W. G. Halthusen, Fred L. Williams, non-payment of dues and forfeiting insurance.
205—A. W. Simpson, Irving Tucker, non-payment of dues and forfeiting insurance.
210—R. L. Morrison, M. H. Hanbury, W. J. Hines, non-payment of dues and forfeiting insurance.
238—J. A. Schneider, violation of obligation.
C. W. Bryan, forfeiting insurance.
267—R. T. Hendley, non-payment of dues and forfeiting insurance.
279—T. Murphy, non-payment of dues and not corresponding with Division.
282—O. Aley, J. M. Randall, non-payment of dues and not corresponding with Division.
313—N. N. Irwin, W. H. Burns, non-payment of dues and forfeiting insurance.

- 331—E. N. Weddle, unbecoming conduct.
 352—R. H. Howie, non-payment of dues and violation of obligation.
 360—I. Grose, forfeiting insurance.
 368—P. P. Cleland, violation of Sec. 52.
 382—Jos. C. Richings, violation of Sec. 39, Statutes.
 G. W. Newman, non-payment of dues and forfeiting insurance.
 396—F. C. Ehrhart, non-payment of dues and forfeiting insurance.
 402—P. F. Barnhart, non-payment of dues, forfeiting insurance and violation of obligation.
 448—W. J. Borden, intoxication.
 495—J. C. Dunlap, J. R. Warren, C. C. Devinney, W. B. Shaw, J. C. Wood, E. A. Coenan, Edw. Bourne, J. B. Hudson, E. F. McKenzie, C. J. Wicker, J. C. Comer, P. O. Larkin, C. A. Giddens, violation of Sec. 35, Standing Rules.
 496—F. W. Hilburn, violation of obligation.
 506—John W. Riley, non-payment of dues and forfeiting insurance.
 562—R. H. Hargraves, defrauding Division.
 599—J. D. Franklin, non-payment of dues and forfeiting insurance.
 606—Patrick Cusick, intoxication.
 638—W. W. Jordan, non-payment of dues and forfeiting insurance.
 640—Albert Hickman, intoxication.
 678—C. R. Felkner, violation of Sec. 54, Statutes.
 708—A. H. Woodward, non-payment of dues and forfeiting insurance.
 706—Harvey A. Skinner, non-payment of dues and forfeiting insurance.
 718—A. R. Belt, W. H. Leaver, non-payment of dues and forfeiting insurance.
 730—P. S. Nevitt, non-payment of dues and forfeiting insurance.
 734—Tom Calley, W. E. Shoup, J. H. Disler, non-payment of dues and not corresponding with Division.
 757—Geo. W. Viets, non-payment of dues and forfeiting insurance.
 764—A. R. McNabb, C. M. Johns, non-payment of dues and failure to correspond with Division.
 786—J. Roy Argo, intoxication while on duty.
 811—W. A. Holdinghausen, G. C. Mann, Jess. Gossett, non-payment of dues and forfeiting insurance.
 815—John Kirkland, non-payment of dues and forfeiting insurance.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 833-836.

SERIES L

OFFICE OF ASSOCIATION, ROOM 1136, B. OF L. E. BLDG.
 CLEVELAND, OHIO, Aug. 1, 1913.

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 100, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
773	R. E. Haskell.....	41	789	Apr. 4, 1903	Mar. 24, 1913	Tuberculosis	\$3000	Mary M. Haskell, w.
774	Calvin Ault.....	54	505	Mar. 30, 1899	May 31, 1913	Appendicitis.....	750	Lilly Ault, w.
775	Wm. H. Wright.....	52	419	June 25, 1904	June 3, 1913	Nephritis.....	1500	Frances Wright, w.
776	Len Bauchard.....	37	330	Dec. 8, 1907	June 3, 1913	Heart disease.....	1500	Emma Bauchard, w.
777	C. A. Harmon.....	56	227	Dec. 4, 1888	June 3, 1913	Right arm amput'd	1500	Self.
778	J. H. Landan.....	67	228	Feb. 28, 1893	June 4, 1913	Chronic nephritis..	1500	Mrs. J. H. Landan, w.
779	Harry E. Johnson..	44	465	Mar. 25, 1900	June 6, 1913	Cancer of stomach	1500	Sarah D. Johnson, w.
780	Chas. L. Christie..	29	654	Jan. 13, 1913	June 7, 1913	Right eye removed	1500	Self.
781	Lemuel A. Long.....	58	15	Mar. 21, 1890	June 9, 1913	Left arm amput'd.	3000	Self.
782	Jno. W. Schoemer..	36	10	Oct. 28, 1906	June 10, 1913	Tuberculosis.....	1500	Mary Schoemer, w.
783	J. C. Richardson..	36	674	Dec. 21, 1909	June 13, 1913	Heart failure.....	1500	Ada M. Richardson, w.
784	A. J. Herndon.....	45	301	May 20, 1900	June 13, 1913	Brain lesion.....	3000	Mary A. Herndon, s.
785	Jos. S. Herring.....	31	289	May 23, 1911	June 14, 1913	Left hand amput'd	4500	Self.
786	W. R. Burd.....	47	464	May 13, 1905	June 15, 1913	Killed	3000	Bell Burd, w.
787	L. C. Overhiser.....	51	242	Dec. 10, 1900	June 15, 1913	Aneurism.....	3000	Katie E. Overhiser, w.
788	John H. Hagan.....	35	353	Jan. 26, 1913	June 15, 1913	Dilatation of heart	1500	Jennie Hagan, s.
789	R. H. McCutcheon..	56	772	May 27, 1906	June 16, 1913	Nephritis.....	1500	Leah McCutcheon, w.
790	Fred Luedeke.....	43	421	Oct. 4, 1905	June 17, 1913	Killed	1500	Rose Luedeke, w.
791	A. S. Granger.....	65	47	Feb. 27, 1893	June 17, 1913	Cancer.....	4500	Mary S. Granger, w.
792	V. S. Crow.....	59	198	Jan. 5, 1885	June 17, 1913	Killed	3000	Pairst Crow, w.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
793	Wm. Kimball.....	50	227	Jan. 12, 1912	June 18, 1913	Killed.....	\$1500	Minnie E. Kimball, w.
794	Carl O. Holmberg.....	39	248	Mar. 17, 1907	June 18, 1913	Left leg amput'd	1500	Self.
795	David Rees.....	67	116	June 12, 1887	June 18, 1913	Apoplexy.....	3000	Mary Rees, w.
796	H. W. Vincent.....	58	4	Mar. 3, 1901	June 19, 1913	Uremic poisoning.	1500	Jane W. Vincent, w.
797	W. R. Faulkner.....	25	590	Nov. 20, 1910	June 20, 1913	Dilatation of heart	1500	Mrs. Chas. Ebert, s.
798	John Sheridan.....	51	15	May 9, 1900	June 20, 1913	Pneumonia.....	3000	Margaret Sheridan, w.
799	Mark Wallace.....	64	20	May 19, 1884	June 21, 1913	Cerebral hemorrhage	3000	Mary Wallace.
800	Gregory Parks.....	67	109	Jan. 2, 1892	June 22, 1913	Nephritis.....	1500	Eliza Z. Parks, w.
801	John Lillis.....	63	253	Sept. 12, 1890	June 23, 1913	Carcinoma of colon	1500	Alice Lillis.
802	John P. Conroy.....	54	272	Sept. 3, 1900	June 24, 1913	Killed.....	750	Margaret Conroy, w.
803	Geo. S. Lacock.....	57	772	Apr. 1, 1900	June 24, 1913	Cirrhosis of liver.	1500	Emily Lacock, w.
804	Andrew J. Taylor.....	49	158	May 12, 1891	June 24, 1913	Right eye removed	3000	Self.
805	E. G. Moore.....	50	193	Oct. 2, 1911	June 25, 1913	Chronic nephritis.	1500	Alice Moore, w.
806	A. H. Wallace.....	52	4	Sept. 3, 1905	June 25, 1913	Arterio sclerosis.	1500	Julia A. Wallace, w.
807	Duncan Albert.....	44	340	Feb. 4, 1896	June 25, 1913	Heart trouble.	1500	Mattie Albert, w.
808	S. A. Bennett.....	86	45	July 3, 1871	June 26, 1913	Mitral regurgitat'n	3000	Daughter & g. dau'tr
809	Wm. Graham.....	80	284	Apr. 2, 1886	June 26, 1913	Heart disease.	3000	Kate Graham, w.
810	Jno. W. Binghamon.....	40	155	Sept. 20, 1905	June 26, 1913	Carcinoma bladder	1500	Abbie Binghamon, m.
811	Geo. W. Nunnally.....	46	291	Oct. 16, 1898	June 27, 1913	Shot.....	4500	Cora L. Nunnally.
812	Alonzo Parker.....	77	483	Feb. 19, 1887	June 27, 1913	Cancer of bladder.	3000	Eleanor A. Parker, w.
813	Louis Rebb.....	47	210	Aug. 16, 1891	June 28, 1913	Epilepsy.....	3000	Wife, mother & dau'tr
814	P. H. Whitty.....	51	66	Jan. 12, 1892	June 28, 1913	Heat prostration.	1500	Nellie E. Whitty, w.
815	S. A. Righthouse.....	46	782	Oct. 26, 1899	June 29, 1913	Killed.....	1500	Mrs. A. Righthouse, w.
816	Samuel Ledder.....	44	672	May 16, 1902	June 29, 1913	Killed.....	3000	E. E. Ledder, w.
817	Jas. M. Ramsdell.....	78	244	June 4, 1869	June 30, 1913	Heart disease.	3000	Mary F. Ramsdell.
818	S. C. Rich.....	45	330	June 24, 1900	July 1, 1913	Right leg amput'd.	1500	Self.
819	Wesley Perrin.....	45	595	Dec. 19, 1896	July 1, 1913	Pneumonia.....	1500	S. R. Perrin, m.
820	O. W. Carpenter.....	36	280	Apr. 1, 1907	July 2, 1913	Killed.....	1500	Mary Carpenter, w.
821	C. W. Perry.....	40	171	Apr. 5, 1906	July 2, 1913	Heart disease.	3000	Sarah Perry, w.
822	B. F. Meyers.....	53	48	Nov. 5, 1904	July 2, 1913	Killed.....	3000	Catherine Meyers, w.
823	Geo. E. Lytle.....	36	535	Sept. 10, 1904	July 4, 1913	Killed.....	4500	Mary E. Lytle, w.
824	Henry Noggle.....	48	143	Mar. 29, 1897	July 4, 1913	Diabetes.....	1500	Mary Noggle, w.
825	W. B. Williamson.....	47	216	July 19, 1903	July 5, 1913	Killed.....	1500	Wife and mother.
826	D. W. Harding.....	56	161	Feb. 13, 1893	July 6, 1913	Nephritis.....	1500	Nellie Harding, w.
827	H. F. Hoesly.....	47	53	Jan. 15, 1901	July 6, 1913	Cerebral apoplexy.	750	Victoria Hoesly, w.
828	R. M. McAllister.....	46	259	May 22, 1904	July 7, 1913	Paralysis.....	1500	Ida C. McAllister.
829	R. P. Dempsey.....	57	79	Dec. 6, 1903	July 8, 1913	Cerebral hemorrhage	1500	Minnie Dempsey, w.
830	Fred A. White.....	39	486	Oct. 18, 1904	July 9, 1913	Killed.....	3000	Caroline E. White, w.
831	John H. Mallock.....	40	461	Oct. 14, 1902	July 10, 1913	Tuberculosis.....	3000	Mother and sisters.
832	Hugh Funk.....	44	843	Feb. 26, 1896	July 11, 1913	Killed.....	4500	Lillie E. Funk, w.
833	J. K. Whieldon.....	61	305	Sept. 22, 1887	July 13, 1913	Killed.....	1500	Mrs. J. Whieldon, w.
834	James S. Martin.....	63	1	May 11, 1896	July 14, 1913	Killed.....	3000	Mary C. Martin, w.
835	Ernest A. Hase.....	46	301	July 10, 1910	July 15, 1913	Chronic nephritis.	3000	Ella E. Hase, w.
836	A. R. Price.....	51	162	May 6, 1911	July 15, 1913	Enlargem't of liver	1500	Ellen E. Price, w.

Total number of claims, 64. Total amount of claims, \$141,750.00.

Financial Statement.

CLEVELAND, O., July 1, 1913.
MORTUARY FUND FOR JUNE.

Balance on hand.....	\$239,140 90
Paid in settlement of claims.....	157,208 40
Surplus.....	\$ 81,932 50
Received by assessments 622-625 and back assessments.....	\$153,867 87
Received from members carried by the Association.....	1,178 06
Interest for June, 1913.....	642 55
Balance in bank June 30, 1913.....	\$237,620 98
SPECIAL MORTUARY FUND.	
Balance on hand.....	\$154,375 10
Received for June, 1913.....	17,618 88
Interest from Jan 1, 1913 to June 30, 1913.....	2,112 47
Balance in bank June 30, 1913.....	\$174,106 45
EXPENSE FUND FOR JUNE.	
Balance on hand.....	\$51,960 04
Received from fees.....	394 07
Received from 2 per cent.....	3,523 76
Received interest from Jan. 1, 1913, to June 30, 1913.....	941 58
Balance.....	56,819 45
Expenses during month of June, 1913.....	2,615 69
Balance in bank June 30, 1913.....	\$54,203 76

Statement of Membership.

FOR JUNE, 1913.

Classified representatives:					
\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
Total membership May 30, 1913.....					
1,876	42,369	142	18,969	10	3,991
Applications and reinstatements received during the m'th					
	266		94		31
Totals.....					
1,876	42,635	142	19,065	10	4,022
From which deduct policies terminated by death, accident, or otherwise.....					
12	133		56		7
Total membership June 30, 1913.....					
1,864	42,502	142	19,007	10	4,015
Grand total.....					
					67,540

WEEKLY INDEMNITY CLAIMS PAID JULY 1, 1913.

Cl'im	Div.	Name	Amount Paid	Cl'im	Div.	Name	Amount Paid
511	48	W. T. Plummer.....	\$100 00	573	562	Hugh Gwynne.....	\$110 00
512	19	J. Branson.....	94 29	574	431	Jas. E. Odey.....	31 43
513	609	Wm. F. Epple.....	15 00	575	675	W. B. Baldwin.....	34 29
514	386	T. N. Farr.....	30 00	576	488	B. F. Pettis.....	19 29
515	646	J. E. Brown.....	51 43	577	738	Thos. M. Finn.....	40 00
516	490	David W. Thompson.....	180 00	578	150	Richard J. Clarity.....	32 14
517	400	Grant Wilson.....	25 71	579	42	John A. Hayes.....	45 71
518	744	Frank McAvoy.....	37 14	580	203	Lloyd Leonard.....	45 00
519	230	D. Coker.....	37 14	581	69	James Hendry.....	49 29
520	401	R. T. Leonard.....	40 00	582	210	S. L. Taylor.....	28 57
521	93	Ollie C. Walker.....	34 29	583	527	Jos. T. Loutkowsky.....	42 86
522	471	J. B. Wood.....	15 00	584	672	H. C. Stevenson.....	57 14
523	354	W. F. Adams.....	12 86	585	177	E. E. Hoskins.....	51 43
524	471	A. R. Cannady.....	21 43	586	177	W. T. Fullington.....	348 57
525	177	E. Huber.....	20 00	587	539	W. J. Wallace.....	20 00
526	471	Chas. D. McCollum.....	85 71	588	495	D. L. Stamps.....	54 29
527	183	A. R. Meiklejohn.....	22 86	589	495	S. F. Arn.....	31 43
528	48	H. E. Randall.....	42 86	590	738	James Clancy.....	40 00
529	463	W. J. Ballard.....	37 50	591	460	John J. Dorsey.....	19 29
530	626	T. E. Ellinger.....	15 00	592	31	A. R. Singletary.....	20 00
531	179	S. L. Kanaga.....	23 57	593	301	W. H. Webb.....	28 57
532	585	J. E. Ferguson.....	100 00	594	19	Lyman Trabue.....	54 29
533	86	C. H. Daniels, Adv.	200 00	595	232	J. F. Mercer.....	23 57
534	83	Thos. Burns, Adv.	200 00	596	3	W. H. Jayred.....	40 00
535	273	P. H. Messenger.....	42 86	597	327	John F. Carroll.....	11 43
536	47	Horace Plummer.....	45 71	598	363	E. J. McCarthy.....	22 86
537	514	J. E. Stephens.....	62 86	599	432	Walter Lacey.....	17 14
538	86	L. A. Smith.....	171 43	600	746	J. F. Kellum.....	60 00
539	177	Walter Ellsworth.....	31 43	601	230	M. W. Stone.....	14 29
540	711	Samuel I. White.....	40 00	602	786	A. J. Smith.....	8 57
541	33	John W. Koth.....	128 57	603	788	W. E. Crissman.....	22 86
542	117	George M. Buck.....	45 00	604	86	Willard Russ.....	37 14
543	471	W. W. Boyles.....	12 86	605	86	E. A. Lamb.....	34 29
544	724	Howard E. Blake.....	10 71	606	150	William Howe.....	27 86
545	66	Chester Rawley.....	25 71	607	304	John C. Kull.....	28 57
546	134	J. B. Tooker.....	120 00	608	488	E. C. Fahrmyer.....	45 00
547	146	F. L. Venable.....	20 00	609	297	Harry Doran.....	10 00
548	317	Jas. J. Goodwin.....	51 43	610	585	A. H. Fullington.....	34 29
549	66	W. B. Collins.....	66 43	611	182	B. D. Kellogg.....	34 29
550	294	B. F. Higgins.....	23 87	612	448	George D. Spangler.....	54 29
551	317	R. W. Goldsworthy.....	22 86	613	584	John H. Eghbert.....	57 14
552	815	James Morton.....	75 00	*614	336	J. E. Murdock, Adv.	225 00
553	399	W. V. Hawley.....	71 43	615	427	R. Esquivel.....	85 71
554	199	I. S. Williams.....	11 43	616	744	D. W. Elliott.....	291 43
555	602	W. J. Ryan.....	31 43	617	585	L. D. Buckalew.....	702 86
556	309	L. D. Kinzer.....	40 00	618	267	Richard Handley.....	11 43
557	242	Thos. J. Elms.....	25 71	619	500	William Powell.....	45 71
558	86	Jesse D. Morgan.....	14 29	620	141	Wm. DeBoer.....	54 29
559	391	Walter R. Lane.....	2 86	*671	265	J. L. Wysong, Adv.	65 00
560	260	P. D. Griffin.....	17 14	*744	107	J. T. Downs, Adv.	110 00
561	602	Jas. W. Ervin.....	65 71	516	294	George Craig, Bal.	437 14
562	317	W. I. Angel.....	30 00	388	301	J. H. Harris, Bal.	220 00
563	457	E. E. Peffer.....	4 29	956	511	W. E. Bertram, Bal.	212 86
564	603	Frank W. Pearse.....	20 00	*436	288	D. F. Washburn, Adv.	40 00
565	670	Wm. E. Woods.....	182 86	391	48	G. W. Lutes, Bal.	207 86
566	609	George Barton.....	45 71	764	336	E. M. Burns, Bal.	82 14
567	527	H. L. McMains.....	40 00	934	788	Fred M. Love, Bal.	300 00
568	568	J. D. Jarvis.....	45 71	*671	265	J. L. Wysong, Adv.	65 00
569	786	Wm. D. Argo.....	70 00	*744	107	J. T. Downs, Adv.	65 00
570	177	L. W. Bates.....	34 29				
571	251	W. J. McKee.....	20 00				
572	120	S. D. Downing.....	15 00				
							\$234 69 \$234 69

Total number of Weekly Indemnity Claims, 110.

*Number of Advance Payments on Claims, 8.

INDEMNITY DEATH CLAIMS PAID JULY 1, 1913.

Claim	Div	Name	Amt. Paid
114	241	Edgar R. Shute.....	\$2000 00
115	40	Chas. B. Willis.....	1000 00
116	48	A. W. McDonald.....	2000 00
117	48	A. J. Ford.....	2000 00
			\$7000 00 \$7000 00

Total number of Indemnity Death Claims, 4.

Weekly Indemnity Claims paid from Dec. 1, 1906, to June 1, 1913.....\$461,667 68 \$15,234 69

Indemnity Death Claims paid from April 1, 1907, to June 1, 1913.....200,208 57

\$661,876 25 \$661,876 25

\$677,110 94

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y & Treas.

INDEMNITY INSURANCE.

EXHIBIT OF MEMBERSHIP AND AMOUNT OF INSURANCE IN FORCE, L. E. M. L. & A. I. A., JUNE 30, 1913.

Prin. Sum.	Weekly Ind.	No. of Members.	Total Prin. Sum.	Total W'kly Ind.
\$2000	\$20 00	2275	\$4,550,000 00	\$45,500 00
2000	15 00	159	318,000 00	2,385 00
2000	12 50	15	30,000 00	187 50
2000	10 00	205	410,000 00	2,050 00
1500	20 00	74	111,000 00	1,480 00
1500	15 00	113	169,500 00	1,695 00
1500	12 50	18	27,000 00	225 00
1500	10 00	29	43,500 00	290 00
1500	7 50	9	13,500 00	67 50
1 000	20 00	359	359,000 00	7,180 00
1000	15 00	876	876,000 00	13,140 00
1000	12 50	20	20,000 00	250 00
1000	10 00	166	166,000 00	1,660 00
1000	7 50	19	19,000 00	142 50
1000	5 00	59	59,000 00	295 00
	20 00	1354		27,080 00
	15 00	408		6,120 00
	12 50	27		337 50
	10 00	170		1,700 00
	7 50	5		37 50
	5 00	2		10 00
Totals.....				
		6362	\$7,171,500 00	\$111,832 50
Total membership May 31, 1913.....				6320
Increase for June.....				42
Total membership June 30, 1913.....				6362
Total amount of Insurance in force June 30, 1913.....				\$7,283,332 50
Exhibit of death and accident claims paid and amount disbursed in payment of same to July 1, 1913.				
Death claims paid to May 31, 1913.....	112		\$198,208 57	
Death claims paid in June	3		5,000 00	
Total amount death claims paid.....	115		\$203,208 57	\$203,208 57
Weekly indemnity claims paid to May 31, 1913.....	5386		\$457,494 10	
Weekly indemnity claims paid in June.....	98		6,688 94	
Total amount of weekly indemnity claims paid.....	5484		\$464,183 04	\$464,183 04
Total amount of death and weekly indemnity claims paid.....				\$667,391 61

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y-Treas.

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ALABAMA	Farmham	28	Garrett	153	Boston	61	Woodville	572	Painesville	441	Memphis	29	
Anniston	407	Joliet	31	Gardner	154	Boston	62	NEW JERSEY	584	Portsmouth	444	Nashville	19
Birmingham	432	Montreal	39	Hammond	162	Fitchburg	191	Atlantic City	586	Portsmouth	511	Nashville	43
Birmingham	436	Montreal	258	Howell	164	Greenfield	112	Atlantic City	586	Springfield	526	Nashville	43
Birmingham	386	Montreal	889	Huntington	221	Springfield	69	Camden	387	Toledo	4	TEXAS	1
Birmingham	156	Quebec	388	Indianapolis	11	Worcester	64	Elizabeth	688	Toledo	489	Amarillo	23
Mobile	140	Quebec	753	Indianapolis	432	Worcester	64	Hampton	337	Toledo	487	Amarillo	23
Montgomery	456	Quebec	141	Indianapolis	121	City of Mexico	224	Van Yndig	171	Wellsville	171	Big Spring	231
Montgomery	456	Quebec	141	Indianapolis	121	City of Mexico	224	Hoboken	171	Wellsville	171	Big Spring	231
Selma	223	Sherbrooke	694	Jeffersonville	712	MICHIGAN	63	Jersey City	157	Youngstown	323	Commerce	23
Tuscaloosa	450	Sherbrooke	694	La Fayette	712	MICHIGAN	63	Jersey City	157	OKLAHOMA	1	Dalhousie	23
Tuscaloosa	450	Sherbrooke	694	La Fayette	712	MICHIGAN	63	Jersey City	157	OKLAHOMA	1	Dalhousie	23
ARIZONA	Alamosa	520	Logansport	612	Detroit	813	Jersey City	157	Chickasha	623	Del Rio	171	
Douglas	615	Cardinal	389	Logansport	612	Detroit	813	Jersey City	157	Chickasha	623	Del Rio	171
Prescott	647	Colorado City	389	New Albany	361	Detroit	813	Paterson	621	Fairview	763	Denison	171
Tucson	28	Denver	186	Peru	584	Durand	650	Phillipsburg	80	Halleyville	568	El Paso	171
Winslow	134	Denver	451	Princeton	343	East Tawas	482	Red Bank	667	Heavener	621	El Paso	171
ARKANSAS	Denver	731	Richmond	598	Escanaba	116	Trenton	373	Muskogee	711	Fort Worth	171	
Argenta	278	Canon City	646	Seymour	39	Gladsstone	236	Union Hill	236	Oklahoma City	721	Fort Worth	171
Argenta	564	Canon City	646	Seymour	39	Gladsstone	236	Union Hill	236	Oklahoma City	721	Fort Worth	171
Cotter	732	Canon City	646	Seymour	39	Gladsstone	236	Union Hill	236	Oklahoma City	721	Fort Worth	171
Elkader	446	Salida	199	Washington	289	Jackson	508	Chama	306	Shawnee	609	Greenville	171
Fort Smith	446	Salida	199	Washington	289	Jackson	508	Chama	306	Shawnee	609	Greenville	171
Leslie	780	Salida	199	Washington	289	Jackson	508	Chama	306	Shawnee	609	Greenville	171
Little Rock	182	Trinidad	727	IOWA	Marquette	94	El Las Vegas	371	Baker	700	Houston	171	
McGehee	585	Trinidad	727	IOWA	Marquette	94	El Las Vegas	371	Baker	700	Houston	171	
Pine Bluff	524	New Haven	77	Cedar Rapids	159	Traverse City	742	Tucumcari	748	Roseburg	476	Mart	23
Val Verde	524	New Haven	77	Cedar Rapids	159	Traverse City	742	Tucumcari	748	Roseburg	476	Mart	23
CALIFORNIA	New London	348	Centerville	66	MINNESOTA	699	Austin	102	Albany	46	PANAMA	1	
Bakersfield	789	Delaware	Cherokee	699	Austin	102	Albany	46	PANAMA	1	Palestine	194	
Dunsmuir	425	Delmar	374	Clarion	155	Bemidji	302	Binghamton	311	Las Cascadas	CZ56	San Angelo	29
Fresno	553	Delmar	374	Clarion	155	Bemidji	302	Binghamton	311	Las Cascadas	CZ56	San Angelo	29
Kern	136	Dis. Columbia	642	Creston	642	Breckenridge	356	Binghamton	311	PENNSYLVANIA	1	San Antonio	197
Los Angeles	600	Washington	160	Des Moines	113	Duluth	385	Brooklyn	639	Albion	292	San Antonio	197
Los Angeles	600	Washington	160	Des Moines	113	Duluth	385	Brooklyn	639	Albion	292	San Antonio	197
Los Angeles	600	Washington	160	Des Moines	113	Duluth	385	Brooklyn	639	Albion	292	San Antonio	197
Needles	383	Jacksonville	709	Eagle Grove	211	Minneapolis	180	Buffalo	352	Altoona	729	Temple	236
Portola	410	New Smyrna	725	Eldon	161	Minneapolis	180	Buffalo	352	Altoona	729	Temple	236
Roseville	410	Penola	725	Eldon	161	Minneapolis	180	Buffalo	352	Altoona	729	Temple	236
San Bernardino	388	Sanford	769	Estherville	605	Montpelier	626	Buffalo	352	Altoona	729	Temple	236
San Bernardino	388	Sanford	769	Estherville	605	Montpelier	626	Buffalo	352	Altoona	729	Temple	236
San Francisco	161	Americus	449	Fort Dodge	232	Proctor	559	East Buffalo	538	Bellwood	486	Tyler	321
San Luis Obispo	664	Atlanta	207	Marshalltown	600	Staples	144	E. Syracuse	288	Bradford	486	Tyler	321
San Rafael	704	Atlanta	368	Mason City	229	St. Paul	150	Amira	41	Carbondale	166	Wichita Falls	726
Stockton	73	Atlanta	624	Mason City	229	St. Paul	150	Amira	41	Carbondale	166	Wichita Falls	726
Stockton	73	Atlanta	624	Mason City	229	St. Paul	150	Amira	41	Carbondale	166	Wichita Falls	726
Stockton	73	Atlanta	624	Mason City	229	St. Paul	150	Amira	41	Carbondale	166	Wichita Falls	726
West Oakland	283	Augusta	698	Oakdale	170	St. Paul	150	Amira	41	Carbondale	166	Wichita Falls	726
CANADA	Augusta	717	Ottumwa	538	St. Paul	150	Amira	41	Carbondale	166	Wichita Falls	726	
BRITISH COL.	Brunswick	647	Ottumwa	538	St. Paul	150	Amira	41	Carbondale	166	Wichita Falls	726	
Oranbrook	563	Cedar town	629	St. Paul	150	Amira	41	Carbondale	166	Wichita Falls	726		
Kamloops	820	Columbus	629	St. Paul	150	Amira	41	Carbondale	166	Wichita Falls	726		
Prince Rupert	579	Fitzgerald	710	St. Paul	150	Amira	41	Carbondale	166	Wichita Falls	726		
Revelstoke	667	Macon	778	St. Paul	150	Amira	41	Carbondale	166	Wichita Falls	726		
MANITOBA	Manchester	256	Waterloo	114	Gulfport	552	Oneonta	719	Oneonta	719	Oneonta	719	
Brandon	687	Savannah	256	Waterloo	114	Gulfport	552	Oneonta	719	Oneonta	719		
Dauphin	337	Savannah	256	Waterloo	114	Gulfport	552	Oneonta	719	Oneonta	719		
Souris	509	Waycross	648	Argentine	386	McComb	196	Rensselaer	762	Foxburg	350	Clifton Forge	38
Transcona	816	IDAHO	648	Argentine	386	McComb	196	Rensselaer	762	Foxburg	350	Clifton Forge	38
Winnipeg	76	Glenns Ferry	634	Chanute	214	Meridian	593	Rochester	38	Galeton	429	Crewe	291
Winnipeg	658	Montpelier	624	Council Grove	675	New Albany	697	Salamance	254	Hallstead	805	Manchester	321
ALBERTA	Pocatello	226	Ellis	181	Jacksburg	99	Schenectady	172	Harrisburg	74	Manchester	321	
Edmonton	817	ILLINOIS	130	Emporia	130	MISSOURI	629	White Plains	783	McKees Rocks	148	Shenandoah	161
Lethbridge	750	Aurora	665	St. Louis	481	St. Louis	481	St. Louis	481	St. Louis	481		
Calgary	355	Beardstown	665	St. Louis	481	St. Louis	481	St. Louis	481	St. Louis	481		
Medicine Hat	322	Bloomington	19	Herington	361	Brookfield	613	St. Louis	481	St. Louis	481		
West Edmonton	796	Beaumont	815	Herington	361	Brookfield	613	St. Louis	481	St. Louis	481		
SASKATCHEWAN	Beaumont	815	Herington	361	Brookfield	613	St. Louis	481	St. Louis	481	St. Louis	481	
Medicine Hat	322	Bloomington	19	Herington	361	Brookfield	613	St. Louis	481	St. Louis	481		
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West Edmonton	796	Beaumont	815	Herington	361	Brookfield	613	St. Louis	481	St. Louis	481		
SASKATCHEWAN	Beaumont	815	Herington	361	Brookfield	613	St. Louis	481	St. Louis	481	St. Louis	481	
Medicine Hat	322	Bloomington	19	Herington	361	Brookfield	613	St. Louis	481	St. Louis	481		
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And She Was a Man Hater.

BY CHALMERS LOWELL PANCOAST.

"When you can't get the crowds," said John Keith slowly, "there's something wrong. It is up to you to find out what it is."

"I realize that," said Dorsey, "and I have written the best amusement park advertisements of the season. I can't understand why the crowds don't come."

"Your copy is certainly good smooth English," replied Keith, "but that won't make people give up their dimes. What we want is rattling good, clever schemes that will bring the people here in droves that will pack the park grounds. We've simply got to catch the fancy of the masses, do you understand?"

When Keith saw that his words were taking away all Dorsey's fighting spirit he modified his tone somewhat.

"It's this way, Dorsey—everybody knows that Lakeside is our \$1,000,000 White City, the 'Coney Island of the West,' and all that. We have used acres of newspaper space telling the people about the broncho-busting stunts, the roller coaster, figure eight, ocean wave, mad house, glad house and all the new attractions, but the advertising of these thrilling inside shows is up to the 'spielers.' What I want you to do is to work some sensational schemes that will cause a stampede at the ticket boxes. Get the crowds, and the shows will do the rest."

John Keith, the amusement park promoter, reached for his hat. "I guess that makes your instructions clear," he said, stopping as he opened the door. "We want the crowds, and I believe, Dorsey, you are clever enough to get them."

Paul Dorsey, advertising man and idea incubator for John Keith, had a reputation for pulling off clever stunts. But this seemed to be an off season. Ideas would not come. He knew where the trouble was. It was with his heart—not his brain. When he and Marian Elliott had parted ways everything had gone dead wrong. The quarrel was over a trifle, but she had immediately left for the Elliott summer home at Boulder, and he could not leave the city to make matters right. Then he had been stubborn; he had not even written to her, but preferred to be miserable and enjoy the sensation of taking a toboggan slide.

After Keith left the office he realized that if he was to succeed as an advertising man he must forget his troubles and do something that would stir up the people of Denver. He also knew that if he expected to unearth some unusual ideas he must get out of the stuffy office and mingle with the people who were seeking mirth and amusement.

That evening Dorsey went out into the park and walked along the wide esplanade which led to the ballroom. The hall was thronged with a merry crowd of dancers, but not as many as

there should have been. It was just at sunset, and a most magnificent view of the surrounding scenery could be obtained from the wide balconies. Dorsey took one of the benches at this advantageous point and concentrated his whole mind on the attractions of the land where fun reigns supreme and where everybody comes to have merry jokes and thrills and enjoy himself to the limit.

Dorsey was more deeply impressed than ever before with the grandeur of the playground with its thousands of beautiful lights. But beneath the inspiration of his work was the existence of a memory, which frequently came to the surface and left his mind in a state of chaos. He knew that if everything had been all right between Marian and himself he would have no trouble working out a scheme. At last he became desperate as the merry laughter of the sightseers came to his ears, and he commenced nervously to pace the veranda in front of the dance hall. The crowd of dancers had increased. He noticed there were twice as many young men as there were young women. If he could find some way to attract the girls that would naturally bring more young men. In an instant a thrill of excitement stirred him. That most magic stereopticon, the brain, had flashed a picture before his gaze. Upon his mental horizon there had dawned one of those vague, half possible purposes which men call inspirations and which often depart without being grasped. Yet this idea Dorsey reached forth and clutched excitedly. Back in this office he nursed it, handled it carefully, reduced it from the chimerical to the concrete.

When Dorsey's newspaper advertisements appeared the next day announcing that he would furnish free tickets to all the attractions in the big amusement park, to all girls who would honestly say that they hated men, he never supposed he would have to write a great many passes. He had hoped that his scheme would be sensational enough to secure a lot of publicity, but he was surprised when he was flooded with

applications for free admissions by girls who were willing to admit they were qualified to fill his requirements and wear the badge with "Man Hater" printed across the front in large letters all the time they were in the park.

The success of his first announcement resulted in the appointment of "man haters' week" at this great outdoor playground. Dorsey's next advertisements were more sensational. A coupon was printed in each newspaper advertisement which was good for admission during the week, when 5,000 "man haters" would be on the grounds and easily recognized by their badges.

Keith was slapping Dorsey on the back and telling him his scheme was the biggest crowd winner he had ever witnessed.

Once he was assured of the success of his scheme, Dorsey turned his thoughts to some clever plan of winning back the girl who had tossed him aside. He was not prepared for the surprise that came in a letter with hundreds of others from the man haters requesting free tickets. This letter was from Marian Elliott, the girl who had encouraged him into a proposal. He could hardly believe it, but there it was in her own handwriting—a declaration that she was a man hater. Fulfilling his requirements she gave as her reasons that she was a man hater because the man she had loved was unkind to children.

In a flash Dorsey saw it all. He remembered that she had turned against him immediately after he made the careless remark when a little fellow in a street car rubbed his muddy feet on Dorsey's trousers that children were a nuisance. She had received the impression that he hated all children. He would have to make her believe differently, but just how he was to do it he would have to have time to decide.

He sent her the necessary badge and passes for everything on the grounds, from the tickler to the baby incubator show.

Joy filled his heart at the possibility of seeing her again. His duties during man haters' week were unusually heavy,

but he managed to keep his eyes open for a glimpse of Marian. He had just about given up all hopes of seeing her, for it was nearing the end of the sensational week, and he had failed to catch a glimpse of her.

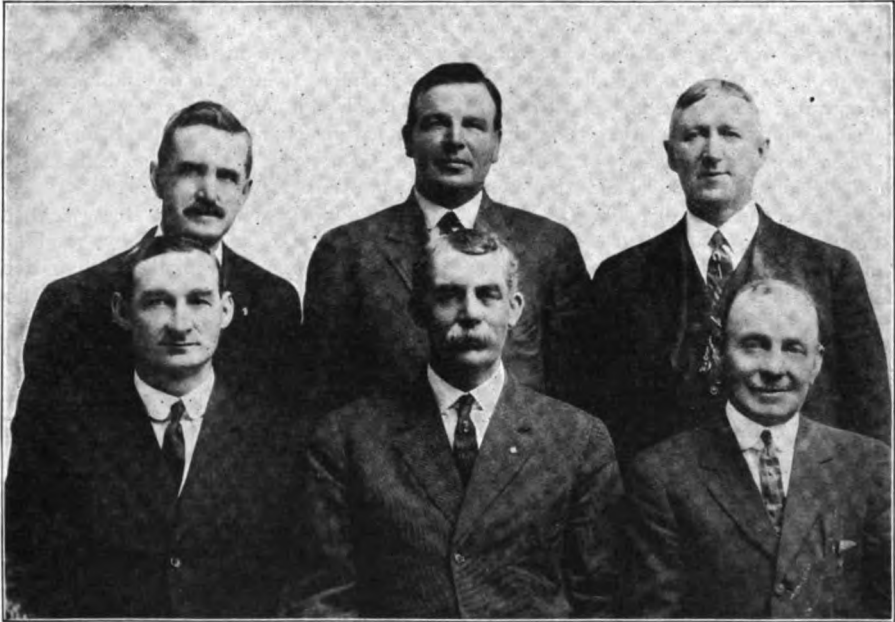
He was strolling around through the crowds when Wilson, who was in charge of the baby incubator show, motioned to him.

"I've an idea you can get some advertising out of what I am going to tell

story of the father and mother's death a month or so before and get a lot of free advertising and publicity.

"You could get a lot more advertising for the park if you would adopt the baby yourself," suggested Keith. "It would make a big hit to have a bachelor adopt a baby during man haters' week when hundreds of women come daily to the grounds."

Dorsey could think of nothing but the idea Keith had put into his head, and by



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Chas. Wilson, Div. 661;
F. C. Ives, Sec.-Treas. Div. 503.

you," he said as soon as Dorsey came up to where he was standing.

"All right," said Dorsey. "That sounds good to me."

"You know the youngster we have here to demonstrate the healthfulness of incubator babies?" questioned Wilson. And as Dorsey nodded he continued, "Well, he is getting old enough to be placed in a good home."

"A mighty good idea!" exclaimed Dorsey. "I will advertise tomorrow that Lakeside's favorite incubator baby will be given to a reliable party."

Dorsey told Keith all about his scheme to use pictures of the baby and tell the

time he had reached the incubator show he had the baby's future all planned. Dorsey was more enthused over the idea when he found the most winsome, cuddlesome little kiddie he had ever seen. He had not held the baby on his knee three minutes until his mind was made up. He felt sure that baby was just meant to fit into his life. Then Wilson, the manager, came in, and things began to happen.

It seemed that while Dorsey's idea was coming into life, Wilson had made a half promise to someone else. "And the strangest part is," said Wilson when he had finished telling Dorsey why he could

not take the baby at once, "she wore a 'man haters' badge."

The girl had just left before Dorsey arrived, and Wilson had promised her an answer the next day after he had investigated her references.

Dorsey was so disappointed that he became eloquent regarding the "man hater," for, with true human perversity, he had become obsessed with the idea it was the baby or nothing for him.

The little dimpled baby seemed to read Dorsey's mind, for he chuckled and grinned at Dorsey most invitingly. At last Dorsey tore himself away, but with the promise that he would meet the "man hater" the next day and try and persuade her to let him take the baby.

There were suppressed exclamations of surprise when Dorsey and the "man hater" met the next day. It was Marian Elliott, but she was very cold and distant and showed she was determined to adopt the baby.

"You could not raise that baby properly," she said. "Why, the very idea is absurd! A mere bachelor with only servants to depend upon pitting his right to adopt this baby against the unquestioned privilege of a woman who just dotes on babies and does not think they are a nuisance!"

He winced under this last thrust, but played his hand cleverly. He knew with her references satisfactory she had everything her own way excepting her disposal of him.

Dorsey became the most determined of men. He sat down and argued it back and forth. He was putting up good arguments, and his best one was that the baby would grow up to be a man, and as she was a man hater she certainly would not want him around. He had been lying awake all the night before planning that baby's career. He should go to college and study abroad. But all his decided ideas were merely schemes against a woman's profound belief that the ability to rear a child is inborn in one of her sex. And she coolly ignored his hit at the "Man Hater" badge she wore.

It took them two hours to reach a decision, and Wilson was very much bored and very glad when it was over. Dorsey

saw he was re-establishing himself in her estimation by admitting that she had better facilities for caring for the baby. And she finally agreed to keep him posted on the baby's progress and to notify him at once if it became ill.

After they had passed out of the amusement park Dorsey refused to part with the baby. He astonished her by declaring he would take the baby home. When they had arrived at her home he did not make any pretense toward leaving, so he was invited to remain to dinner.

Dorsey was no quitter, and he made it his business to cling to the baby, actually holding it on his knee while he ate dinner. Marian began to feel sorry for him, he seemed to dread parting with the baby so.

As regular as clockwork Dorsey called twice a week to see the baby, and he compelled Marian to furnish exhaustive reports of the baby's progress. This made his calls of a very long duration.

Then one morning Dorsey received a telephone call. The baby was ill. Dorsey dropped everything and hurried to the Elliott home. Doctors and nurses were summoned, because the baby was really very ill. Dorsey and Marian took up their vigil in the sickroom through a day and then a night of long drawn uncertainty, another dawn, pallid and gray and cold, and then that quick comprehensive glance exchanged between nurse and doctor, which tells of a crisis safely passed.

Dorsey led the baby's foster mother from the sickroom into the library, and then, being a mere woman, Marian broke down, and Dorsey, being a very human man and filled with a deeper understanding of this little woman and the little incubator Cupid in the next room who had so mysteriously drawn them together, took her in his arms and held her close to his hungry heart.

Cornelia's Way—Love Wins Out.

BY CLARISSA MACKIE.

Just as the great liner drew away from the wharf Cornelia saw Jack Gray come dashing down the pier. He did not seem

to see her at first, for his eyes anxiously scanned the rows of faces bent over the rail. Then there came an expression of blankest astonishment as their eyes met, and she waved a dainty handkerchief in farewell.

He made no movement to respond to her farewell. He stood and stared and stared at the boat until all she could see was his white face blurring into the

he must have received her note early that morning saying that she thought their engagement was a mistake and that she was sailing for Europe immediately and that he must not try to break her resolution. He would know the reason, she had ended, and he probably did, she argued now to herself.

It was a dull trip, with little to vary the monotony of an exceedingly rough



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crowd. Then the whole wharf vanished behind a veil of tears.

Four days later she gained the deck once more and crept to the chair which had been reserved for her. She sipped a cup of broth and sent the steward to inquire if a wireless message had been received for Miss Fralick. His answer in the negative caused her to lose interest in the animated deck scene.

Again she saw the wharf and Jack's startled face as he saw her standing there. Why should he be startled, for

passage. When her feet pressed European soil she was seized with a dreadful homesickness and longed to return. With an impulse as sudden as her starting had been she engaged passage for the return trip under an assumed name, for it seemed unnecessary that her foolishness should be advertised.

"My name," she had stammered when engaging this homeward bound passage; "my name is Gray—Miss Gray," and she almost choked in the

effort to prevent the word from rushing off her unruly tongue. Why had she chosen Jack's name to masquerade under?

Two weeks after she had sailed from New York she was homeward bound on the same vessel. The first morning she gained the deck and began a brisk walk. She had circled the deck twice and was approaching her own chair when she noticed a young man just tucking himself into an adjoining chair. As she approached he appeared to be talking to his neighbor on the other side, and it was not until she was snugly ensconced in her own chair and was arranging the rug about her feet that he turned suddenly, and their glances met.

He looked at her with the casual passing glance of the polite stranger who sees a pretty girl, and then his gaze wandered to the dashing waves beyond the rail. Cornelia's cheeks flushed, and her fingers lost their grip on the book she was holding, and it fell to the deck.

Instantly he had recovered it and returned it to her with a slight lift of his cap.

"Thank you," murmured Cornelia faintly.

"Don't mention it," said the young man.

Cornelia read for hours on the deck there, while the young man also read a horrid, thick, learned looking volume, in which he appeared to be deeply interested. Not once did he look at Cornelia, although she found her eyes again and again straying toward the stern profile of his handsome face.

At meals she discovered the stranger at an adjoining table, where he seemed very popular, for there was much joking and merriment among his fellow passengers whenever he appeared. There were several pretty girls at that table, and Cornelia suddenly discovered that her own table was filled with very dull and poky people.

The fourth morning out and when the swift liner was within one day's time of reaching New York Cornelia slipped on the deck and was rescued by the young

man who had so greatly excited her interest. It was only natural that the rescue should be followed by his request to accompany her on her walk, and she assented with flushed cheeks and shining eyes.

"One more day, and then home," he said lightly. "I hope you enjoyed your stay."

"Thanks. I didn't stay long. I came out on this steamer and—found I must return on her, so you see my stay was curtailed."

"Same with me. Came over to look up a relative"—it was his turn to blush now—"and not being successful, took the next steamer back, which happened to be this one."

"Then you didn't find her?" ventured Cornelia with a new timidity.

"Her?" he questioned.

"I thought you said—that," fluttered Cornelia.

He shook his head positively. "I said a relative," he corrected gently, and this time he didn't blush.

"Oh," said Cornelia.

"But it was a lady," explained the young man.

"Oh," said Cornelia again.

"She ran away from me. It was very sad. You see, we expected to be married next month," he explained with engaging frankness, "and we couldn't agree upon where the honeymoon should be spent. I was for a yachting trip, and she agreed with me until she discovered that her yachting gown was most unbecoming so she decided that she'd rather take a trip to the north woods because she had a love of a hunting suit."

Cornelia stifled an exclamation. After a little while she said coldly, "You make your fiancée appear to be a most shallow person. Is she always guided in her movements by matters of dress?"

"She is neither shallow nor unreasonable, but she aims to be a little tyrant—tried to make me do what she willed in spite of my own desires." He laughed rather bitterly. "You see, there are some women who must always be experimenting with their love to find out if it's going to stand the strain of

future tests. A man may love a woman to distraction, but his perfect subjection to her will is no proof of it, is it?"

"Of course not," said Cornelia, rather irritated at his tone.

"What are you going to do if you find her?" asked Cornelia after a little pause.

"Tell her to get her yachting togs ready, for the Maida sails June 28 for all around the world," he said quickly.

"Suppose she prefers the north woods?"

He removed his cap and passed a wellshaped hand across a brow where white hairs were gathering fast. "I think I'd remind her of what Ruth said—do you remember? 'Wheresoever thou goest, I will go.'" But Cornelia had fled from his side and left him standing alone beside the rail with a curious light in his eyes.

It was the next day, just before the first low, gray shadow of land was sighted, that he came up to Cornelia, who was standing all alone. The wind blew aside the gray veil and showed a tremor of scarlet lips and the flickering color in her cheeks. Cornelia Fralick, alias Gray, was looking very lovely and very proud this morning.

"Good morning, Miss Gray," he greeted her, but she turned her head swiftly and shot an impatient glance in his direction.

"That is not my name, as you very well know."

"You chose it—why?" he asked quietly.

"It was the first one that came into my head."

"You must have been thinking of Gray then," he ventured.

"I was—naturally," said Cornelia haughtily, "I was engaged to John Gray (you see, I am extending you the same confidence you offered me), and we disagreed about where we should spend the honeymoon—as if it mattered," she

added with sudden passion, snatching her hand from his quick grasp. "Thinking to test his love for me, I dropped him a line saying that if he would not concede to my wishes I would not marry him. I gave him until the next day to reply, and when I did not hear from him I simply left for Europe. As the steamer left the dock he came down, but he was too late."

"Perhaps he had not received your



MEMBERS OF THE B. OF L. E. ATTENDING THE BALTIMORE QUARTERLY MEETING, PENN. LINES EAST.

Bros. J. L. Kistler, C. A. Shaffer, S. Lyster, W. H. Gipsen, members of Div. 310.

note until after he reached home that night. It might have been he was at the wharf to bid farewell to a business friend and saw you by the merest accident. Perhaps he hurried home, found your note, caught a steamer the next morning and arrived in England in time to accompany you home on this steamer."

"Perhaps he did," admitted Cornelia.

"Perhaps you were both very foolish young people and have found out it doesn't make much difference where you

spend your honeymoon so long as you are together."

"Perhaps," said Cornelia again.

"Were you coming back to New York, Cornelia?" he asked, with a change of tone.

"Yes, Jack," she said.

"And what were you going to say, dear?"

"I was going to tell you that your way would be my way—on land or on sea." Cornelia's voice was very low.

"And I had determined," he said softly, "that any old way would do for me so long as it was Cornelia's way."

Red Forbes—The Story of His Latest "Grouch."

BY CLARISSA MACKIE.

Red Forbes sat on the porch of his ranch house and peered through a pair of fieldglasses across the level grassy plain into the distance, where were two moving specks.

"It's her and him," said Red Forbes enigmatically. He tilted his chair down upon its four legs, replaced the glass in its accustomed case on the wall of the house and lurched toward his saddled horse.

"I'll get him today," he muttered as he bent to tighten a girth before mounting. "No man can take my girl away from me without making trouble for himself and her too!" And, still muttering, he dashed away in the direction of the two specks which were growing smaller and smaller.

Red Forbes was quite capable of making trouble for any number of people in the short grass country. Indeed, his reputation as a creator of disturbances was county wide, and he was accordingly shunned.

Forbes' latest grouch was directed against Jimmy Pike of the Three Link outfit. Jimmy had assiduously courted the pretty schoolteacher, and even now had just returned from her Ohio home, whence he had brought her as a bride.

Red Forbes had been watching out for them for a week. Now he had spotted them. He had not formed any plan of revenge, but there would be no harm in

riding them down recklessly and glowering at them from under his hat. It would make things uncomfortable until he could formulate a plan.

Jimmy Pike knew Short Grass from one end of the county to the other and from corner to corner. He was aware of the weaknesses of Red Forbes. Moreover, he was weary of the perpetual stir-up caused by the red-haired one's fancied grievance. In fact, there had not been a peaceful courtship and marriage in the region since Forbes' appearance there six years before.

Therefore Jimmy Pike, who was naturally a peace-loving citizen, made up his mind that Red Forbes should find an affinity that would be lasting.

He returned from his wedding with every preparation made for the rapid cure of Red Forbes.

On this particular day he and his bride had gone near enough to the Forbes ranch to be recognized. Then they headed for home, and by the time the red-headed one had galloped himself into a state of profuse perspiration Jimmy and Mrs. Jimmy had disappeared.

There was nothing for Forbes to do save to ride on over to the town and see if there might not be a letter for him. He hoped for various reasons that there would not be anything.

There was a letter, and it proved to be an invitation to a dance in the schoolhouse the following night. "Ladies, Refreshments and Gents—Music," it said in one corner.

Forbes grinned fiendishly. This would suit his purpose admirably. He would publicly denounce Jimmy Pike as a rustler and demand satisfaction for alienation of affections. Forbes strengthened this resolve with several drinks and then went to Fiederman's clothing store and purchased a pale blue satin necktie.

The schoolhouse was well filled when Red Forbes arrived. Ben Dickson was playing a rickety piano in one corner, and several couples were dancing.

Forbes glanced fiercely around, nodding moodily in response to the pleasant greetings that met him on all sides. He felt a bit puzzled and more resentful. Here was a great gang of fellows he had

known for years, and many of them had their wives with them.

Jimmy Pike and his bride were standing temptingly near. When he caught Jimmy's eye that calloused young cattleman nodded pleasantly and beckoned him over.

"I haven't heard you congratulating me on marrying the nicest girl in the hull world," grinned Jimmy.

"Huh!" Red Forbes grew redder and redder until his presence seemed to cast a roseate sunset glow upon the company. The azure necktie was like a glimpse of blue sky in the sunset.

Mrs. Jimmy shook hands with Red Forbes and tried not to wince when he crushed her fingers.

"Maybe you'll let me have a dance with the bride," growled Red Forbes hoarsely.

"Of course it's up to Mrs. Pike," acquiesced Jimmy cheerfully.

"With pleasure," agreed Mrs. Jimmy, with a reproachful glance at her husband.

Then the rackety piano swung into a waltz tune, and Red Forbes swore softly. He was a wretched waltzer, and he knew it. Square dances were his salvation. How he trampled all over the little feet of Mrs. Jimmy Pike and scowled villainously whenever he met a pleasant smile among the company.

This wasn't having his revenge upon Jimmy Pike. They were certainly getting the laugh upon him. As he shuffled around in dizzying, aimless circles he pondered whether he would shoot up the dance or let them go home in peace and pick out a quiet moment when he should find Jimmy Pike alone on the plain, shoot him dead and then marry the widow.

This latter plan appealed to him, and as he danced he came to think of the newly made bride as "the widow" and called her so in his mind.

After the dance was over and as he leaned against the wall, a wallflower

indeed, there was a flurry of arrival at the door.

Lamson Culver, boss of the Three Link outfit, came in with another man and two women. One of the women was Mrs. Culver. One could recognize her sharp features through the thick veil she wore, but the other woman could not be identified. She, too, was thickly veiled in pale blue chiffon. She was plump and gave evidence of prettiness. There was a loop of gold colored hair visible.

"We can't stay but a minute," said Culver genially as he introduced his friend as "Mr. Jackson, a friend from Tucson."



A BROTHER FROM ALBERTA, CAN., VISITING IN OKLAHOMA.
Bro. J. T. Campbell, Div. 817. J. A. Jones and R. W. Yager, Div. 763.

Mr. Jackson immediately approached the prettiest woman present, who was none other than Mrs. Jimmy Pike, and invited her to dance.

Fiercely jealous, Red Forbes glanced around for new fields to conquer. The strange woman, still veiled, was talking to Jimmy Pike in a vivacious manner. Mrs. Culver, also veiled and cloaked, was dancing with her husband.

Red Forbes marched up to Jimmy Pike and his companion. His long body stiffened and then bent like a bladed jackknife in the accepted Short Grass fashion.

He was asking her to dance in the very face of Jimmy Pike. That was an open insult to Pike.

To his delight, she accepted at once and, slipping her hand upon his arm, turned away from Jimmy Pike.

It was a square dance, and Ben Dickson was calling the numbers in punctuated yells.

Red Forbes was in his element. He balanced to corners with upward flings of his long legs and ungainly jerks of his elbows. He swung his partner off her very solidly placed feet time and again, but she did not murmur. He joined in all hands around with hilarious merriment, and his spirit of mirth seemed to be infectious. Everybody was very jolly.

"All sashay!" yelled Ben Dickson.

"Gracious, but it's warm here!" cried his partner breathlessly as they stood still for a moment.

"We'd all be mighty more comfortable if you'd rip off that there veil," insinuated Red Forbes delicately.

"Would you?" demanded his veiled partner coolly, and thereupon she put up her hands and unfastened the pale blue veil that matched Forbes' necktie.

A momentary hush fell upon the room. Everybody stopped dancing, but Red did not notice it. He was absorbed in the conquest he had made. If his other attempts at gallantry had been unsuccessful here was someone who appreciated him at least. Now, he didn't care about revenge upon Jimmy Pike or any of the others.

"A girl with golden hair for mine," he muttered in her ear as she removed the veil.

"I'm yours, all right," said his new affinity rather grimly.

She was. It was none other than the young wife he had deserted six years ago. True, her prettiness was now bolstered up by those arts that may be obtained for a price in the stores with colored water bottles in the windows, but she was his, and he was hers.

Mrs. Red Forbes stood there with one plump hand on her husband's arm and a look of repossession on her face.

"Well, Red, here we are again," she said meaningly. "There's plenty to do between now and tomorrow if we're all going to pack back to Tucson. Mr. Jackson there, my lawyer, will tell you the three children are waiting for

you to come back and take care of 'em. I'm tired of keeping boarders."

Red Forbes went gladly. It was nice to get away from quizzical glances and reproachful ones, for he had tried to court many of the fair ones there—and he was married, after all. It was rather a pleasant change to find a sprightly lady with golden hair who really appeared to want him. So Red Forbes went gladly, triumphantly, after a fashion, and Short Grass knew him no more and was thankful.

A Constant Man.

BY ETHEL ANDREWS.

Steven Redmond was twenty years old when he met Lulu Beckwith. Very few men are developed at twenty, and Steven was not one of the few. Nevertheless he considered himself a full-fledged man, and since he was at the mating age he engaged himself to Miss Beckwith, she being willing.

Miss Beckwith, like Mr. Redmond, was a member of the main social circle in the place where they lived and both used to the artificial life pertaining to society. But there was a vast difference between them. Redmond was capable of being developed. Miss Beckwith was not.

Why is it that a pretty girl in pretty clothes and with pretty ways should necessarily be a divinity to a young man? It is impossible to say unless it is to carry out the mating law of nature. At any rate, so did Miss Beckwith, who was a very shallow young lady, appear to Mr. Redmond. But he was not destined to possess her, for her father and mother thought that so admirable a person as their daughter should marry an equally admirable man. Where they were going to get him was another matter. There was no hurry. Lulu was very young.

Possibly had the girl been the life helpmate Redmond really wanted she might have had something to say about the matter herself. However this be, she acquiesced, threw Steven over and waited for a man to appear whom her parents would approve. Steven was

plunged in deepest grief. "That ends it for me," he said. "I shall never love anyone else. My heart is broken."

There was something about Redmond to attract Margaret Catherwood. Redmond being a broken-hearted man it was necessary that Margaret should rather seek him than that he should seek her. After a while he began to think that life need not be lonely; if he could not have a love he might at least have a companion. Acting on this he proposed to Margaret. He was too honorable to let her suppose that she could ever occupy first place in his heart.

Margaret listened to his proposal, commending him for his honesty, and methodically set it down in the list of his recommendations for a husband. In the list of his shortcomings there was only this clinging to a lost love. She told him that she would consider the matter and determine whether she would consent to marry a man who loved another woman. Steven was slightly disconcerted at this cool way of looking on the matter, but admitted to himself that under the circumstances the lady had a choice between but two courses—either to refuse him or take him as a broken-hearted man.

Margaret had heard of Steven's love affair, but knew nothing of the girl who kept his heart in her possession without making any use of it. She made inquiries, and the report she received that best expressed Miss Beckwith's character was that there was "nothing in her." There was a good deal in Miss Catherwood, and from the time she received this report she felt no fear of her rival. She was well aware of Mr. Redmond's good points and, womanlike, was rather inclined to love him for his absurd devotion than for some of his more admirable qualities—that is, so long as he was hers.

When Redmond came for his answer she told him that she had earnestly considered his proposition. She regretted that she could not be first in his esteem, but his devotion to his first love showed that he was of a constant nature. Was it not better to occupy a second place

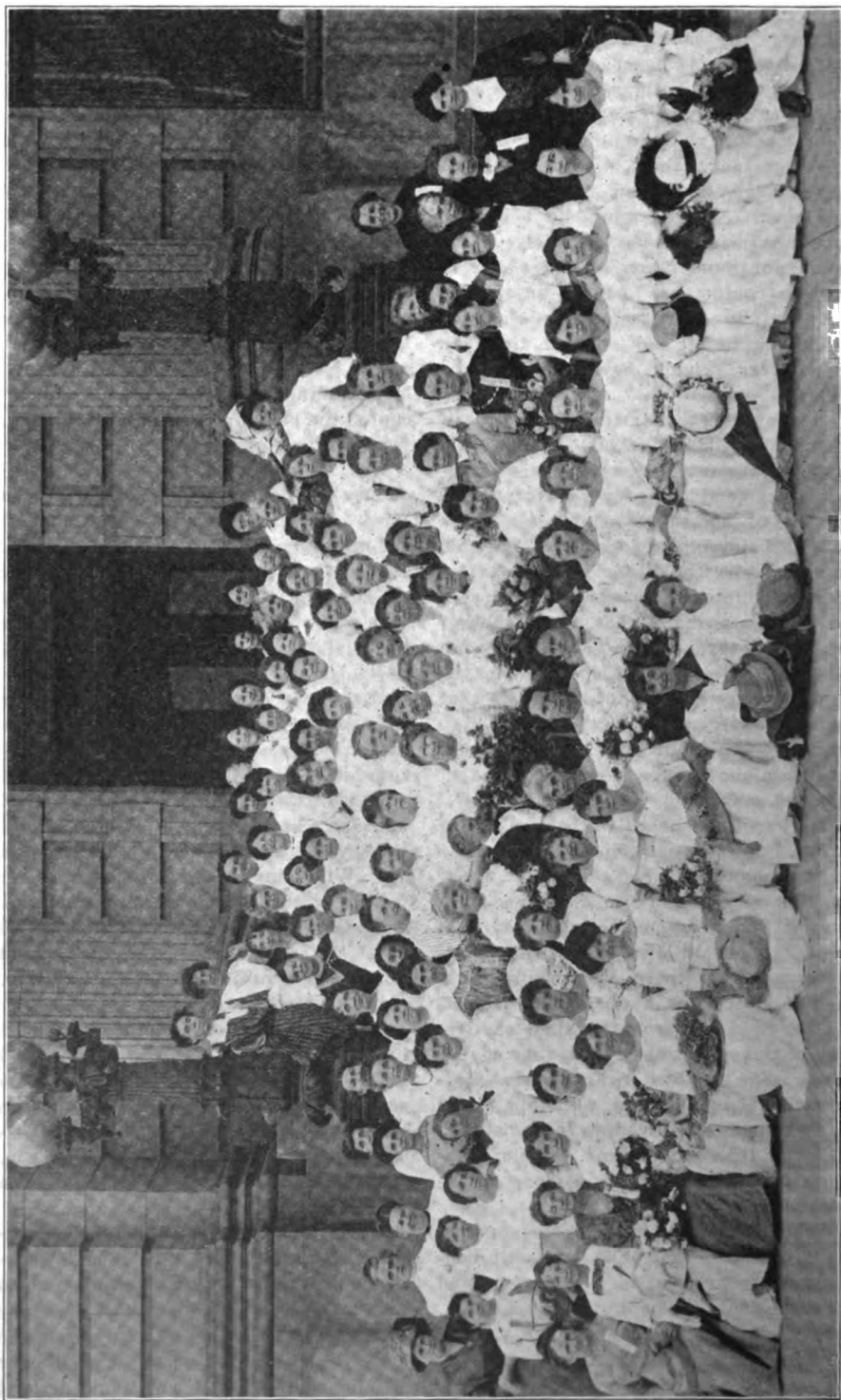
with such a man than first place with one who would be constantly shifting? At any rate, such had been her conclusion, and she had decided to accept him.

Possibly under the pleasing influence of an engagement Steven might have admitted that there was hope for a patching of his broken heart; but, considering all that had passed between him and Margaret, there was nothing to be said. He had been commended for his constancy; it would not do for him to become at once inconstant. So on the face of it the two began life together under the supposition that the husband loved another woman, and his wife accepted the position of a friend and companion.

Mrs. Redmond, having secured a secondary position with the man she wanted for a husband, began to consider how she might drive out the party of the first part and occupy first place. Perhaps she acted on the principle of the bride who as soon as married proceeds to break up her husband's connections with the members of his family and his intimate friends, that she may have no rivals. Another illustration is the usurper who decapitates the princes of the blood who may stand in his way. At any rate, Margaret did not propose that any corner of her husband's heart should be long occupied by anyone but herself. What did she do? What many women would consider walking right into the den of the lioness.

"Dear," she said to her husband one day, "I see no reason why you should not derive comfort from Lulu Beckwith. Had I married a widower I would not have been jealous of his first wife, and I have no jealousy of one who has preceded me in your affections. So long as she occupies first place there's no reason why she should not come here occasionally to help me be a comfort to you. I've decided to invite her to make us a visit."

Now, Redmond was enjoying the comforts of a home, had got used to working in double harness and was devoted to his profession. But we are all contrary at times, and instead of replying as he felt, "Oh let that alone—I'm all over it," he said, "Don't you think, dear, it



GROUP ATTENDING A UNION MEETING OF THE G. I. A. AT SALT LAKE CITY, UTAH.—Courtesy Sister M. T. Kearns, Div. 108.

would be unwise to throw temptation in my way?"

Mrs. Redmond did not see anything unwise in it at all. The status was the same as it had been. Miss Beckwith's parents were still looking for a husband for her of sufficient eminence to match her perfections, and there was no reason why she should not enjoy Steven's society occasionally and he hers.

There was something so decided in the wife's manner as well as her words that the husband made no other reply than a scowl. To tell the truth, he thought his wife was trying to discover whether or not he had recovered from his affair with the lady in question. What was his astonishment when a few days later Margaret showed him a note from Miss Beckwith accepting an invitation for a visit. But what was there to do? Only to let her come.

The guest arrived just before dinner. It was six years since Steven Redmond had seen her. She was then 18. She was now 24. There was no great change in her appearance. She was still a beauty, though she was very thin. While what there was bloomed like a pale pink rose, there was not much of it to bloom. Somehow its delicacy was not as effective with Redmond as it had been. There was evidence in it of an early decay. No intellectual change appeared in the lady, but there had been no intellectual development. A certain childlikeness that had been deliciousness six years ago was now insipid.

Mrs. Redmond watched her husband out of the corner of her eye as he surveyed his old love and saw at once that the image he had set up in his heart had tumbled off its pedestal and been broken in pieces. From the moment she knew the place her rival had occupied was vacant and she had but to step inside she became especially genial.

There is a status occupied by each person that cannot be assumed or got rid of. Mrs. Redmond was herself, and Miss Beckwith was herself, and there was a wide gap between their personalities. Redmond winced under the shallow remarks of the girl whom, when he proposed to his wife, he had said was his

first and would be his only true love. When the coffee was brought on he said, "You and Lulu go into the library and make yourselves comfortable; I'm going to smoke here."

"You don't mind smoke, do you, Miss Beckwith?" asked Mrs. Redmond. "I don't."

Miss Beckwith said she didn't mind it at all. Since Mr. Redmond would not be permitted to smoke alone he went with them to the library.

The man who could never love but one woman held out for three days, showing by his actions that his "love" had become a bore to him, but he was unwilling to go back on himself and confess that he had talked like a fool. Three days of boredom were enough to bring out the white flag, and he capitulated without a single condition. Indeed, he didn't care to do so. At the end of the third day he said to his wife:

"For heaven's sake, send her away!"

Mrs. Redmond threw her arms about her husband's neck and said:

"You needn't explain. I've seen it all from the first moment you met her here. Your constancy does you credit, and had it been based on something more solid would have abided with you."

"It is based upon a rock, and there's not the slightest danger of its sliding off its foundation," he replied, with a kiss.

An excuse was made to end Miss Beckwith's visit, and she departed the next day.

His Lordship's Secretary.

BY ANDREW C. EWING.

Soon after Loriston became a lord he resolved to visit the United States, that child of England fast outgrowing its British father, and whose institutions, far different from those inherited by Europe, were beginning to be the study of thoughtful Englishmen. But in making the trip he had no idea of being courted for his title as a social lion or marrying an heiress. Coming as he did to study American institutions, he preferred to travel not as a nobleman, but as Edward Arbuckle, which was his name without the title.

Expecting to take back with him a great deal of miscellaneous information pertaining to certain matters in which American methods differ from those of England, he brought over a stenographer and typewriter to aid him in putting it on record. This person, John Morton, had been the earl's father's agent for the collection of rents and other business purposes and had lived on the estate ever since he was born. Consequently he knew all about the family.

Scarcely had Loriston reached America than Morton, who had in some way unknown to his employer managed to get hold of £500 or £600, left him without giving him any notice whatever. The matter did not trouble the earl, who took into his service an American, who, being familiar with the country, was likely to afford better service than Morton.

Morton, who was a handsome man, resolved to make use of his knowledge of the Loristons to play a game upon unsuspecting Americans. What game he should play must depend upon circumstances, but as he outlined it he would pass himself off as an English nobleman traveling incognito in America. Should he find it necessary to adopt a title he would assume to be Earl of Loriston. He might be obliged to adopt different names at different times, but he would start with his own name, John Morton.

He went to a western city and on the train fell in with an Englishman, to whom he threw out hints as to his position in England and his object in coming to America. The acquaintance having been thus started, Morton asked his new-found friend if he could suggest any person or persons in the city they were approaching and where the Englishman lived who would give him such information of American institutions as he was looking for. This led to Morton's introduction into the family of Mr. Winslow Gardner.

Mr. Morton had informed Mr. Gardner that on no account would he be drawn into any social prominence. He refused to give any information as to

the title he bore or admit that he had a title, for the moment he confessed his rank he would be loaded with invitations. Mr. Gardner understood all that and agreed to say nothing to complicate matters. He invited him to dinner informally, where he met Miss Margaret Gardner, a young lady of an excellent American type. Her mother, to whom Mr. Gardner had confided the secret that they were entertaining a British peer, was profuse in her attentions to Morton, but Miss Margaret, whose perceptions were more refined, thought that she could detect at times certain indications that their guest was not to the manner born. Whether his laugh was now and then a trifle loud or that some of his h's were a bit too smoothly pronounced she could not tell. Nevertheless there was something about him that led her to believe he did not belong to the higher English classes. But when, after Mr. Morton's departure, she intimated as much to her mother that good lady looked upon her with surprise and pity. "Why, my dear," she said, "Mr. Morton is a British duke traveling incognito. Morton isn't his name at all."

This annihilated the young lady's estimate of Mr. Morton, but she told her mother it made no difference to her whether he was a duke or a prince of the blood, she didn't fancy him. This was rank rebellion, though the girl did not know it, for she was ignorant that her mother had hopes of her becoming a duchess.

However, Miss Gardner could not treat a guest except with civility, especially one whom her father and mother treated with such unbounded reverence. The duke—as they supposed he was—upon the invitation of Mr. Gardner made himself at home at the Gardner house, and, though he neither made nor tried to make any headway with Margaret, she always received him cordially. But an American wife was not his object. One day while in Mr. Gardner's office he began to abuse the mails, which were so "confounded slow, you know." He had ordered a thousand pounds sent him from England a month before, and surely there had been ample time for a reply.

Mr. Gardner at once volunteered to supply him with any amount that would serve to meet his present needs. But the "duke" declared that he could wait a few days longer. At the end of that time, when his friend insisted on furnishing what he needed, Mr. Gardner drew a note for £500 and handed it to the former to get it cashed.

"But I don't need so much," said Morton.

"As you like," replied Gardner.

"Well, since you insist upon it," said the Englishman, "perhaps we had better make it a thousand, and when my draft comes I'll indorse it over to you just as it stands."

Notwithstanding that \$5,000 was no great matter to Gardner, he was rather taken aback at a stranger accepting so large a loan from him. Morton cashed the note and said he would go and put it into a bank. He was making for a railway station when whom should he meet face to face but Loriston.

"Hello, Morton!"

Morton replied to the salute by turning pale and stammering a reason for his being there, just as if Loriston had asked the question. His former employer, whom he had left so suddenly, grew suspicious.

"Have you found a position here?" asked Loriston.

"No, my lord."

Loriston looked at him critically, then said:

"Come with me to my hotel. I wish to talk with you."

Morton was in a hole. He should have avoided one of America's great cities which Loriston was sure to visit and, if they met, would surely expose any game Morton might be playing. In Loriston's room at his hotel, after considerable cross questioning, Morton agreed that if Loriston would permit him to undo what he had done without prosecution he would make a clean breast of it. Loriston promised, and Morton, laying the money he had just obtained on a table before Loriston, told the whole story.

There was lying dormant in Loriston a spirit of adventure he had inherited from an ancestor who had fought under the

sultan of Turkey, sailed under the great Drake and, having been shipwrecked in the Pacific Ocean, had been made king of one of the islands there. Loriston asked Morton to accompany him to the office of Mr. Gardner, which he had just left, and introduce him as his secretary just arrived from England with his £1,000 and return the money. That was all Morton was to do except to go on playing his game—without making any more loans—and treat Loriston as his secretary.

Of course this return of funds so quickly placed Morton's pretensions on a firm footing, and, since the secretary, Mr. Arbuckle, appeared to be a gentlemanly fellow, the duke was asked to bring him to the house. When Mr. Gardner informed his wife of this undoubted proof of the former's genuineness she exclaimed: "I told you so! Just as if I don't know breeding when I see it!" And when Mr. Arbuckle appeared at the house with his chief Miss Margaret declared that the secretary was more like a duke than the duke himself.

Holding a term in state prison over Morton, Loriston found it easy to keep him up to his part. The earl found in Margaret Gardner one whose intellectual endowments and soundness of judgment gave him a clearer insight into American methods than he had derived from men whose opinions were greatly respected. This induced an intimacy which, throwing the duke out in the cold, produced contention in the Gardner family. Mr. Gardner's brow lowered, while Mrs. Gardner stormed.

Then one day the duke took his departure, leaving his secretary to follow him. Mrs. Gardner's chagrin brought on a fit of sickness, and she took to her bed. Then the secretary departed, but in a few week reappeared. One morning, Margaret finding her father and mother together, said to them:

"That man Morton isn't a duke or a marquis. He isn't an earl or a knight. He is a swindler. This Mr. Arbuckle is John Arbuckle, Earl of Loriston, and he has asked me to be his wife."

"For heaven's sake," cried Mrs. Gardner, "has the child gone daft?"

"What nonsense!" exclaimed the father. "If Morton had been a swindler would he have returned me the \$5,000 he borrowed of me?"

"He was going to a train with it," replied Margaret, "when he met Lord Loriston, with whom he had come from England as secretary. Lord Loriston forced him to return the money and introduce him as his secretary. All this I have known for some time."

Neither Mr. nor Mrs. Gardner would believe the story until Loriston had proved it by evidence not to be disputed. When the earl returned to England he took their daughter with him. He asked no settlements, but since Gardner was very rich and much pleased with the outcome he came down with plenty to set the earldom on a firm financial foundation.

Two Make a Quarrel.

BY DOROTHEA HALE.

Two of the boys from the Lone Bull ranch were herding a bunch of cattle among the Bow hills, which were not really hills at all, but bits of the prairie lifted into little mounds of herbage. Gabriel and Theron Crane had not spoken for three weeks. The reason for their sudden change from warm friendliness to bitter enmity was a mystery to their comrades and a matter for regret for the entire outfit.

Now they rode a few hundred yards apart, silent, taciturn and moody. It was not for them with hatred in their hearts to rejoice in the sweetness of the spring morning or to feel the pulse of the new season beating strong within them.

A very little matter precipitated the smoldering passions that lay beneath the calm exterior of their sun-browned faces. Gabriel in passing his comrade, who was smoking one of his everlasting cigarettes, felt the stinging burn of a flying ash against his cheek. Involuntarily his hand sought his hip pocket, but Crane had already drawn and was looking coolly at him from behind his heavy weapon.

"W-e-l-l," drawled Crane after a little startled pause, "did you reckon you could do for me this way?"

"You know better than that. You needn't chuck your sparks in my face," retorted Gabriel furiously.

Crane smiled with a puzzled look behind his honest eyes. "What's eating you, Gabe?" he demanded after a little pause.

"What's eating you, you mean. You been looking for trouble this here three weeks. I heard all about what you said down to the canyon." Gabriel still sat half turned on his saddle, one hand on his hip.

"Looking for trouble!" repeated Crane incredulously. "Why, I been trying to keep outer trouble with you. I reckoned you'd lay for me some"—

"Lay for you!" roared Gabriel. "I ain't that kind. When I have a bone to pick I ain't a-going around throwing cigarette ashes in anybody's face. If you got anything against me I'll meet you down to Satan's gulch and we'll fight it out."

"There won't but one go home again," said Crane angrily.

"Sure."

"When will you be there?"

"Tomorrow morning at 4:30."

Without another word they separated.

There was a certain air of grim determination in Gabriel's manner that night which caused Harry Barry and Tim Lewis to exchange uneasy glances and later to meet at the gate of the corral. Harry Barry was the first to break the silence.

"Gabriel's cleaning his gun," he remarked with assumed lightness.

"So's Crane," said Tim significantly.

"What do you think they're going to do?" asked Harry uneasily.

Tim Lewis shook his head dubiously.

"No telling."

"Nary guess. They've never been the same like brothers as they always was since they came home from that donation bee over to the Forks church."

"Donation bee! I reckon you're meaning the party they gave the new minister, where everybody took victuals and then stayed to eat up what they brought."

Harry Barry nodded his handsome head. "I guess I was some mixed up with the quilting bee I heard they was

giving to the widder who keeps house for the minister. Whatever made them two geezers get mad at each other? They didn't have anything to drink except milk. They paid some notice to the Widder Padrose."

Tim Lewis shook his head dubiously.

"And they was always the best of friends," mourned Harry Barry. "Perhaps a woman came between 'em," he added hopefully as one who had discovered an elusive clue.

"Don't blame everything on the wimmen," chided Tim. "There isn't any use us guessing. We better do what we can to help keep 'em from manufacturin' sieves."

"You mean to draw the charges from them guns," observed Harry Barry. "But somehow I don't know as I like the job of taking Gabriel's gun away from him while he's sleeping innocentlike. Why, he'd go into the sieve business right away with me for a sample. Guess again."

"My best guess is that I'll get up bright and early and trail 'em till I'm satisfied they're not out for blood," said Tim.

Long before Harry Barry had thrust his head from beneath his blanket Gabriel and Crane had arisen as by mutual accord and, dressing quietly, had gone down to the corral and caught up their horses.

Out in the pale dawn of a new day rode the two men who had been close friends for years. They both knew that one would never come back and the other would be a fugitive from justice. Which one would be the fugitive and which the other thing?

Perhaps they were asking themselves these questions as they rode swiftly and silently across the dewy grass. Large and brown, with strongly marked features, they might have been brothers, so close was the general resemblance between them.

All the kindness had gone from their eyes, from the grimly set mouths, and the little muscles about their lips which twitched sometimes in silent laughter were drawn now into taut lines.

The dawn grew paler and then flushed with the coming of the sun. The whole world was alight with the reddening glory, with the tonic sweetness of the morning, but the two men riding forth to do vengeance each upon the other saw nothing save the first grim outline of the tall cottonwoods that mark the entrance to Satan's gulch. The trees grew larger and took definite shape as they drew nearer. The dull gray line which marked the mouth of the gulch became an opening which finally became large enough for them to ride through into the rock-inclosed desolate place.

At the farther end there was a level stretch of sand. Here they could wreak vengeance for their real or fancied wrongs, and the sun would not be in their eyes to dazzle their sight and balk them of their revenge.

Slowly they dismounted, making much delay over the careful staking of their horses at a respectful distance, fussing over the adjustment of saddles and blankets and delaying in every way the crucial moment. At last, when there was no excuse for further delay, Gabriel walked slowly to the farthest point and leaned against a rock.

"I'm ready," he said carelessly.

"Same here," returned his enemy briskly.

"There won't but one go back," said Gabriel slowly. "I s'pose there might be a message to send."

An uncomfortable pause followed. At last Crane spoke. "I ain't heard what it was you was sore about," he said grimly. "I don't mind shooting a man when I think he deserves it. But, confound you, Gabe, I don't know what's the matter with you."

"You lie!" returned Gabriel deliberately.

"That's enough," remarked Crane. "Count ten."

He drew his revolver and leveled its long blue barrel at his erstwhile friend. Gabriel did likewise and slowly counted ten.

There was a blinding flash of powder, with a simultaneous report from the two weapons. When the smoke had cleared away the two revolvers were

lying on the sand and the antagonist were each nursing a right arm.

Crane darted forward, snatched up one of the weapons with his left hand and held it close to Gabriel's head.

"If you don't tell me what's eating you," he snarled angrily, "I'll blow some daylight into you."

The other glared back at him fiercely. "You mean to say you don't know what's the matter?" he demanded.

"Why would I be asking you, then?"

Gabriel was silent for several seconds; then he blurted out: "It's what you told Mrs. Padrose. She told me what you said the night of the doings to the minister's house."

"What did I say?" Crane's face was scarlet.

"She said you told her I was married and didn't ought to be paying attention to respectable widows. That's what she said you said. And it's a blanked lie, as you know I never was married to nobody." Gabriel's hand clasped his wounded arm.

"Of course you ain't married," breathed Crane heavily as he dropped his left hand to his side. "Have I ever told you a lie, Gabe?"

"No," snapped Gabriel.

"Do you believe me when I say that I never told that to the Widder Padrose?"

"Yes."

"Then what's your grouch about?"

Gabriel looked helplessly about him. He saw the jagged rocks, the tufts of verdure thrusting forth from the cranies, heard the lilt of the bluebird and saw the azure sky of the new day. His eyes dropped to Crane's face, pale and drawn with pain, and his own scowling countenance broke into a crumpled smile of anger and pity.

"Dash it all! Did I wing you, you old cherub? Here!" Tenderly he assisted Crane to a reclining position, cut his sleeve and bandaged the wound his bullet had made. Then he applied his flask to Crane's compressed lips and watched with concern his comrade's efforts to swallow. Forgetful of the bullet that was in his own right arm, he worked over the other until at

last Crane sat up, a thin saturnine smile curving his mouth.

"I'm all right now, Gabe. Get down here and let me fix you up. I reckon I'm just as good a shot as you are!"

An hour afterward the two rode slowly toward the Lone Bull. Each right arm was bandaged stiffly, and each revolver was thrust in a left-hand pocket.

"As for that Widder Padrose," began Gabriel, when Crane cut in roughly:

"Dash the widders for a meddlesome crew!"

Out of the distance two horsemen rode to meet them. One was Harry Barry, and the other was Tim Lewis. At sight of the two older men riding together in apparent friendliness the youngsters threw up their hats and whooped joyfully.

"What's worrying you two fellers?" asked Gabriel, with his old-time geniality.

"Heard the news?" asked Harry Barry, with a desire to avoid personalities.

"What news?"

"The Baptist minister has married his housekeeper, Mrs. Padrose. What do you think of that, eh?"

Crane scratched his chin thoughtfully. "I think I'll call on the minister and extend my hearty—er—condolences," he said.

Then he and Gabriel indulged in a left-armed handshake.

The Crystal Ball.

BY CLARISSA MACKIE.

The evening following Alexander Felton's recital of his strange adventures connected with finding the ancient carpet at Mazandaran discovered the narrator and his five fellow travelers gathered sociably on the promenade deck of the tourist steamer. It was after dinner and the moon blazed a silver trail across the Mediterranean as the steamer plied her leisurely way. A breeze blew softly from the African shore and breathed of hidden mysteries.

Miss Emeline Gray, the handsome American spinster, who was traveling

with her nephew, Arthur Clayton, broke the silence that had fallen upon the little group.

"Let us have another story," suggested Miss Gray briskly. "What adventures did you meet with, Professor Trayle?" She smiled at the benevolent old gentleman, who sat close to his beautiful daughter.

"My story must keep for another evening," answered the professor. "You see Madeline is in my story, and she has asked me to wait a little before relating it. Why not tell us what happened to you during your prowlings about Constantinople?"

"Yes, indeed! What was your greatest adventure, Miss Gray?" Mrs. Hanford leaned eagerly forward from the shadow, where she sat with her husband.

"I had only one adventure that is worth relating," said Miss Gray slowly. "It has to do with a crystal ball and the foretelling of future events. I—I hope you will understand that I am not weaving a romance, but that this really happened to me."

"Certainly," assured Professor Trayle cordially. "You have stimulated our interest, Miss Gray. Pray proceed with your story."

"You will recollect that we decided to spend several days in Constantinople," began Miss Gray as her nephew adjusted the rug about her feet. "Alfred wished to find some ancient scimitars to add to his collection of arms, and I was especially interested in Byzantine jewelry, so on the very first day we separated for a couple of hours, agreeing to meet at the hotel for luncheon at 1 o'clock. Alfred left me in the Street of the Goldsmiths, where I lingered among the bazaars chaffering over baubles and in the end being outrageously cheated. I had made all the purchases I cared to be burdened with when I reached the end of the street, which then became a curious winding alley which connected with another street parallel to the one in which I stood.

"At the corner there was a little shop tucked under low projecting eaves. On a tray there was exposed for sale a handful of filigree bracelets. I paused to ex-

amine the wares when from the shadowy background of the shop there emerged the form of a very old man. He had fine aquiline features, dark piercing eyes and a long white beard that swept to his knees. On his head was the green turban.

To my amazement the merchant addressed me in English. 'Madame will buy today?' he insinuated softly.

"Oh, you speak English!" I exclaimed.

"I have lived in New York," he said, with dignity. "I have sell the rugs. Madame would wish to read the future; it is written here," he said glibly, holding out a lean, bony palm in the middle of which lay a large crystal sphere about the size of a baseball. The sphere reflected the brilliant sunshine and the gay robes of the shoppers in the bazaar.

"You tell fortunes?" I inquired.

"He bowed his head and bent above the crystal. 'A relative of the American lady is in great danger. His life is a matter of moments. It would be wise to attend upon the relative,' he muttered in a low voice.

"Immediately I was alarmed. I thought of Alfred searching for his scimitars and how easy it might be for him to be concerned in any danger.

"Tell me my fortune," I implored hastily. "Tell me what has happened to my nephew."

"Again he bent above the crystal and muttered some mystic words above the translucent ball. I saw shadows change and spin in whirling revolutions around the crystal which gradually grew darker until it glowed as black as a bit of polished ebony. Then the man thrust it toward me and said in a queer toneless voice:

"Look!"

"I looked down into the ball and saw nothing but blackness. Then suddenly it cleared, and I seemed to see the interior of a small room rich with Oriental furniture. A man was in the foreground, and, even though his back was toward me, I recognized my nephew. I screamed as I also saw that two men were standing over him with drawn swords. Then the picture blurred and faded and the crystal ball reflected nothing save the

brilliant sunshine and the hard blue sky.

"Take me to him at once, if you know where he is," I pleaded.

"The Turk lifted a skinny hand and pointed toward the corner. 'Follow the narrow way until you come to a blue-painted door in the wall. Knock there and if you hasten you may be in time to deliver your nephew from his enemies.'

'I tossed a number of coins on to the narrow counter and hastened around the corner into the alley I had noticed. Presently I found myself in another street, overflowing with light and color, and hurried on looking for a wall which might contain a blue-painted door.

"At last I came to it and knocked with trembling fingers on the carved panels. It opened inward with startling suddenness and I entered, groping my way through semidarkness until a parallelogram of rose color indicated a lamp-lit room. I paused for a moment to take breath and to gain control of my scattered senses.

"Across the width of a warm, scented room, rich in gorgeous colorings from hangings and heaped-up pillows on floor and divans, I saw another room. In the middle of this second room I saw enacted the same picture that had been depicted within the crystal.

"I screamed again and again for help. At the sound of my voice Arthur lifted his head and saw me. He gave a leap forward just as something dark descended over my head and I was gently lifted from the floor and conveyed to a softly cushioned divan, where strong hands confined my wrists and carefully bound them with soft silken scarfs.

"I heard Arthur's voice calling my name, telling me to have no fear, that all would be arranged in a few moments, and then his voice ceased.

"The voice of my benevolent friend of the Street of the Goldsmith now broke upon my strained hearing.

"Madame is convinced of the danger of her relative?" he asked smoothly.

"Yes," I said.

"Madame values the life of her relative at a great price?" he continued.

"Of course. How much do you want?" I asked bluntly.

"There was a little silence, and then, 'How much has madame got?' he asked politely.

"In spite of my discomfort I laughed outright at his impudence. 'Release me at once and I will give you everything, provided my nephew is restored to me unharmed.'

"The relative of madame will be awaiting her outside the door," he promised. And then very gently he removed the cloth from my head and unfastened my silken bonds.

"Madame values her life too highly to make mention of this friendly little visit to the rug merchant. It would be painful indeed for relatives to find her body in the Bosphorus.'

"I nodded in return and hastened down the passage. My eyes were now accustomed to the dim light, and I saw that the walls were pierced here and there with carved lattices.

"I opened the door and found myself in the crowded, bustling street. I turned around to look for my nephew and saw the door fly open once more to eject him into my arms. When we compared notes I discovered that Alfred had been relieved of his valuables and money under promise that I should go unharmed. He had been held behind one of the lattices and had watched me pass out of the place. Quite penniless, but very happy at being restored unhurt to each other, we made our way back to the hotel and after luncheon went aboard the steamer. That covered our experiences in Constantinople."

Miss Gray leaned back in her chair and laid an affectionate hand on young Clayton's arm. "Tell me how you were lured behind the blue-painted door," she said.

Arthur laughed ruefully. "I suppose I was an easy mark for them. It appears that the shop of the rascally rug merchant was connected with a shop in the Street of Swords, and the old man was in charge of both. He had just entrapped me into his rooms to examine some fine Damascus blades

when Aunt Emeline appeared before his other shop. Foreigners are easy prey for these clever chaps, and this one immediately connected us together and so played off one against the other to his financial benefit."

"But how about the crystal ball? Did you really see the picture of Mr. Clayton struggling with his captors?" asked Madeline Trayle eagerly.

"I really did see it," affirmed Miss Gray. "Perhaps Professor Trayle can explain the matter to us."

The professor shook his head. "I am afraid that incident must be added to other unexplainable mysteries of the East," he said slowly.

The Cherry Trap.

BY CLARISSA MACKIE.

Professor Nash pedaled slowly down the country road, a watchful light in his grave eyes. The professor was on mischief bent, for it was cherry time, and the scholar loved the delicious fruit beyond any other variety. Moreover, his appetite could not be satisfied by the handsome cherries that were displayed in flat boxes on the fruit stands. No exotic fruit for him. His must be the juicy oxheart, such as grew on his father's farm and whose recollection spoiled the flavor of any other fruit for him.

He had chosen to spend his vacation in the next village to the one in which he had been born. His father's farm had long since passed into strangers' hands, but the cherry trees still stood there in a long row along the fence. If it had been delightful to escape from his dull boarding house in town to the country village it was paradise to leave the village behind and speed over the highway toward "home," though there was nothing left of the old life save the place itself. His parents were in California rejoicing in the mild climate so different from the rigors of the East, and brothers and sisters were scattered here and there. He was the only unmarried one, and he declared himself a confirmed bachelor.

It was moonlight, and perhaps you can guess what the professor was going to do. He was going to sneak along under

the stone wall that bounded his old home and climb up into the third tree from the south end—the great oxheart tree—and have his fill of the fruit.

As he leaned his wheel against the wall he was devoutly hoping that the Whitesens, who now owned the place, had not forestalled him by picking the cherries.

With one bound of his well developed body he was on the top of the wall. He placed his hands on two large limbs above his head and drew himself up to that point where half a dozen lateral branches met the main trunk. Just then the unexpected happened. Something stringy and netlike fell over his head and shoulders, and something firm and unyielding gripped him tightly, pinning his arms to his sides. He was sitting in the crotch of the tree, and this unseen trap held him closely to the tree trunk.

"Thundering cats!" he yelled in the most undignified manner, and his exclamation was answered by a subdued chuckle overhead, and at the same time the leaves rustled and a cherry struck his head and bounded off again.

"What's all this, anyway?" demanded Professor Nash, with just indignation. "Can't a man pick his own?"—He stopped short there and bit his lips.

"Are they your cherries?" called a girl's teasing voice overhead from the tree top. "Really I thought they belonged to Mr. Whitsen."

The professor was twisting his neck for a glimpse of the speaker, for he was aware that her voice was the sweetest he had ever heard, and it seemed to drop right out of the skies.

"How about my getting out of this trap?" he asked at length when he had tested the strong net and the rigid iron bands.

"I'm sorry, but you'll have to wait until Uncle Ben comes back from prayer-meeting. He has the key that unfastens the trap. I hope you're not uncomfortable."

"No-o-o," hesitated the professor. "I am not uncomfortable, but, you see, I came after cherries, you know."

"It is too bad to be deprived of them

after you have taken so much trouble," sympathized the girl, though he was sure there was a laugh in her voice. "Did you say you ate cherries from this tree when you were a boy?"

The professor related his story, told who he was and why he came and even went so far as to explain how he expected to be transported to his boyhood days as soon as the first delicious ox-heart had passed his lips. To further establish his identity the professor related many anecdotes of his boyhood and described every nook and cranny of the old home, so that his fair companion was fain to believe his story.

"I'm afraid you've a tedious wait before you," she said. "The last bell is ringing now. You must have met uncle on his way to meeting."

"I met two people in a top buggy drawn by a white horse," said the professor.

"That would be Uncle Ben and Aunt Minnie. Can you stand it another hour?"

"If you will remain here," too, said the professor boldly.

"Perhaps I had better, so as to keep watch over you. I suspect you are very clever indeed, and you might devise some way to free yourself from the trap. If you did that Uncle Ben would be broken hearted, he is so proud of the invention."

The professor blushed in the moonlight, because he had already discovered that by straining every effort of his great muscles he could free himself from his bonds in three minutes. "How about the little boys he catches? I suppose they yell so loud you are glad to release them before they have time to examine the trap, eh?"

"That's just it, and they do howl fearfully, poor little chaps."

"Suppose I were to howl fearfully. What would be the result?"

"It would be without avail unless some passerby heard you," she laughed merrily.

"In the meantime I am apparently talking to the moonlight," observed the professor.

"I am picking cherries for you. I know Uncle Ben will be sorry and want to load you down with them."

Presently she spoke again. "I'm coming down," and almost instantly the branches brushed his cheek and he was conscious that a slender, white robed form was balancing itself beside him.

"I am Mr. Whitsen's niece, Elsie Whitsen," said the girl, and the professor acknowledged the introduction with as dignified a bow as he could manage within the folds of his net.

He wished sincerely he could see the girl's eyes. All he knew was that she was dark, and when her profile was outlined once against the trunk of the tree, which was white in the moonlight, he knew with a triumphant throb of the heart that his hour had come.

In the crook of one arm she carried a basket, and he could see that it was heaped with cherries. Under his weight the branch on which he stood swayed downward, letting a stream of moonlight fall upon her.

In the distance the village church clock struck the half hour.

"I do hope uncle's trap will not—er—cause you much inconvenience," ventured Elsie. "Do you suppose I might release you? Perhaps if you could tell me how?"

"Perhaps it would be better to wait till Mr. Whitsen comes and let him open it with his key, then the trap need not be injured," returned the professor hastily. "Besides, I must make my apologies to your uncle."

"It is too bad," said Elsie reflectively. "Your evening has been spoiled, and you haven't had any cherries after all."

"Not one."

"You may have this basketful. I shall put it down there by your bicycle on the wall."

"You are not going down now?" he said with alarm.

"I must. I will stay at the foot of the tree and tell Uncle Ben you are here as soon as he returns." She slipped out of his sight, and presently her voice came up from below. "I will explain it to Uncle Ben as soon as he returns,

and that will shorten your imprisonment."

"It has not seemed long," protested the professor, conscious of his loosened bonds.

"Here they come now," called the girl. And he heard her walking toward the house.

There was the sound of a distant colloquy, and then heavy steps came and stopped under the tree, and somebody propped a ladder against the trunk.

"I weigh 200 pounds, young man, and if I make a misstep here tonight it means a serious business for me," said a hearty voice, with an attempt at a growl. "If you're going to steal cherries why don't you come just after dark, when the hired man's around so he can pull you down?" The ladder creaked.

The professor grew anxious for the man's safety. Confession was the only course. "I can come down alone," he called hastily.

"I thought you was caught!" exclaimed the farmer.

"I've managed to loosen the trap so I can get my arms free. There—ugh!" With a mighty effort the professor shook off the cleverly contrived trap, and it rattled among the branches. "I'm coming down," he warned, and so presently he stood at the foot of the tree, making elaborate apologies to the owner of the tree, who accepted them with great good nature and invited him into the house to eat cherries with Elsie and her aunt.

That was the first of many visits to the farm. "Confound that chap, Minnie!" Mr. Whitsen said one day. "I believe he was loose all the while he was up that tree."

"What makes you think so, Ben?" asked his gentle wife.

"Because!" said Uncle Ben, with a sly glance at his pretty niece, who blushed warmly.

Later, when they were married, Mr. Whitsen kissed the bride and whispered in her pink ear:

"Thunderation, Elsie, when I set that cherry trap I didn't think I was trapping a husband for you!"

Abstract of Statistics of Steam Railways in the United States for the Year Ended June 30, 1912.

INTERSTATE COMMERCE COMMISSION,
WASHINGTON, D. C., July 1, 1913. }

This abstract is based upon compilations covering the fiscal year ended June 30, 1912, made from the annual reports of carriers having gross operating revenues of \$100,000 or more for the year and also of railway companies owning property operated by the same carriers under lease or other agreement, which have been made in advance of the completion of the Twenty-fifth (or 1912) Annual Report on the Statistics of Railways in the United States. The omission of returns for small roads (having operating revenues below \$100,000) prevents the showing of items comparable with complete figures for 1911. None of the statements include returns for switching and terminal companies. The figures given in the abstract may be somewhat modified by revision before they are presented in the full report for 1912.

MILEAGE.

On June 30, 1912, the roads covered by this abstract represented 240,238.81 miles of line operated, including 10,824.60 miles used under trackage rights. The aggregate mileage of railway tracks of all kinds covered by operating returns for these roads was 360,714.24 miles. This mileage was thus classified: Single track, 240,238.81 miles; second track, 24,929.51; third track, 2,511.76; fourth, fifth, and sixth tracks, 1,783.97; yard track and sidings, 91,250.19. These figures indicate, for the roads under consideration, an increase of 8,925.52 miles over corresponding returns for 1911 in the aggregate length of all tracks, of which increase 3,167.43 miles, or 35.49 per cent, represent yard track and sidings.

EQUIPMENT.

It appears from the annual reports submitted to the Commission by the roads covered by this abstract, that there were 61,250 locomotives in their service on June 30, 1912, an increase of 979 over corresponding returns for such roads for the previous year. Of the total number of locomotives, 14,206 were classified as

passenger, 36,600 as freight, 9,475 as switching, and 969 were unclassified.

The total number of cars of all classes in the service of such roads was 2,368,658 (or 25,245 more than on June 30, 1911), which equipment was thus assigned: Passenger service, 50,606 cars; freight service, 2,203,128; company's service, 114,924. The figures given do not include so-called private cars of commercial firms or corporations.

Of cars in freight service, there were classified 2,202,966, as follows:

Description.	Number.	Aggregate capacity. Tons.
Box.....	1,002,461	35,975,288
Flat.....	146,050	4,990,796
Stock.....	76,392	2,333,976
Coal.....	852,720	36,588,784
Tank.....	7,795	310,348
Refrigerator.....	80,681	950,530
Other cars in freight service	86,867	3,498,287
Total.....	2,202,966	82,647,959

It appears that the average number of locomotives per 1,000 miles of line was 255, and the average number of cars per 1,000 miles of line, 9,860. The number of passenger-miles per passenger locomotive was 2,263,019, and the number of ton-miles per freight locomotive was 7,077,428.

The returns indicate that the number of locomotives and cars in the service of the carriers under consideration aggregated 2,429,908, of which 2,410,440, or 99.20 per cent as against 99.01 per cent in 1911, were fitted with train brakes, and 2,425,265, or 99.81 per cent as against 99.77 per cent in 1911, were fitted with automatic couplers. Of the 2,203,128 cars in freight service on June 30, 1912, the number fitted with train brakes was 2,194,694 and the number fitted with automatic couplers was 2,199,301.

EMPLOYEES.

The total number of persons reported as on the payrolls of the steam roads of the United States on June 30, 1912 (not including those in the employ of roads the gross operating revenues of which were reported as less than \$100,000 or those in the service of switching and terminal companies) was 1,699,218, or an average of 707 per 100 miles of line. As compared with corresponding returns for

June 30, 1911, there was an increase of 45,987 in the total number of such railway employees. There were 63,558 enginemen, 66,408 firemen, 49,061 conductors, 135,959 other trainmen, and 39,530 switch tenders, crossing tenders, and watchmen.

The complete report will include summaries showing the average daily compensation of 18 classes of employees for a series of years, and also the aggregate amount of compensation reported for each of the several classes. The total amount of wages and salaries reported as paid to railway employees during the year ended June 30, 1912, for the roads under consideration was \$1,243,113,172.

CAPITALIZATION OF RAILWAY PROPERTY.

On June 30, 1912, according to the annual reports submitted to the Commission by roads having gross operating revenues of \$100,000 or more, together with returns made in reports filed in behalf of their non-operating subsidiary lines, the par value of the amount of railway capital outstanding was \$19,533,750,802. This amount includes capital held by the railway companies concerned, as well as by the public. Of the total amount of such capital outstanding there existed as stock \$3,469,560,687, of which \$6,882,813,008 was common and \$1,586,747,679 was preferred; the remaining part, \$11,064,190,115, representing funded debt, consisted of mortgage bonds, \$3,019,700,886; collateral trust bonds, \$1,279,123,266; plain bonds, debentures, and notes, \$1,067,567,350; income bonds, \$263,441,054; miscellaneous funded obligations, \$116,170,800; and equipment trust obligations, \$318,182,259.

Of the total capital stock outstanding for the roads under consideration, \$2,909,693,873 or 34.35 per cent, paid no dividends. The amount of dividends declared during the year (by both operating and non-operating companies represented in this statement) was \$400,432,752, being equivalent to 7.20 per cent on dividend-paying stock. The average rate of dividends paid on all stocks outstanding pertaining to the roads under consideration was 4.73 per cent. No interest was paid on \$808,464,701, or 7.52 per cent, of the total amount of funded

debt outstanding (other than equipment trust obligations).

INVESTMENT IN ROAD AND EQUIPMENT.

The figures presented under this caption include returns for investment in road and equipment, shown by the operating roads covered by this abstract, as well as by their subsidiary nonoperating roads (leased, operated under contract, etc.). The expenditures for additions and betterments, as well as the expenditures for new lines and extensions, during the fiscal year 1912 are analyzed in the following tabular statement:

ported as carried (including freight received from connections) by roads represented in this statement, for the year ended June 30, 1912, was 1,818,232,193, while the corresponding figure for the previous year was 1,753,189,939, the increase being 65,042,254.

The ton mileage, or the number of tons carried one mile, as reported by the carriers under consideration for the year ended June 30, 1912, was 262,955,605.123. The corresponding ton mileage as reported for the year ended June 30, 1911, was 253,456,389,237, from which it will be

Investment to June 30, 1912.....			\$15,895,657,969
Investment to June 30, 1911.....			15,518,264,612
Increase 1912 over 1911.....			\$377,393,357
	Expenditures for additions and betterments.	Expenditures for new lines and extensions.	
From cash or other working assets.....	\$187,976,646	\$ 59,872,304	
From special appropriations.....	32,553,291	183,618	
Through issue of securities.....	113,592,193	124,498,432	
Unassigned.....	2,134,855	3,554,933	
Total.....	336,256,985	188,109,282	
Total expenditures during year.....			524,366,267
		Credits.	
Property retired or converted.....		\$67,371,604	
Adjustments.....		17,290,466	
Difference between record value of grantor and purchase price of grantees in case of roads sold, merged, consolidated, etc.....		62,310,840	
Total.....			146,972,910
Net increase during year.....			\$377,393,357

PUBLIC SERVICE OF RAILWAYS.

The number of passengers carried during the year ended June 30, 1912, by roads represented in this abstract was 994,158,591. The corresponding number for the year ended June 30, 1911, was 987,710,997. The increase in the number of passengers carried during the year over corresponding returns for 1911 was 6,447,594.

The passenger mileage, or the number of passengers carried one mile, reported by roads represented in this statement, was 33,034,995,806. The corresponding return for 1911 was 73,465,336 more. The number of passengers carried one mile per mile of road was 139,356, as against 142,859 for the preceding year.

The number of tons of freight re-

seen that the increase in the ton mileage for the year ended June 30, 1912, over the returns of 1911, as applying to the roads represented in this abstract, was 9,499,215,886. The number of tons carried one mile per mile of road for the year ended June 30, 1912, was 1,108,578, as against 1,088,314 for the preceding year. The average number of tons of freight per train-mile was 409.29. The corresponding figure for the preceding year was 386.17.

The average receipts per passenger per mile, as computed for the year ended June 30, 1912, for the roads covered by this statement, were 1.985 cents; the average receipts per ton per mile, 0.743 cent. The passenger service train revenue per train mile was \$1.30.404; the

freight revenue per train mile was \$3.04.015. The average operating revenues per train-mile were \$2.30.201. The average operating expenses per train-mile were \$1.59.544. The ratio of operating expenses to operating revenues was 69.30 per cent.

REVENUES AND EXPENSES.

It should be noted that, as in the case of other figures in this abstract, the revenues and expenses shown below exclude returns for roads the gross operating revenues of which were less than \$100,000 for the year. The operating revenues of the railways in the United States for the year ended June 30, 1912, herein represented (average mileage operated 237,809.09 miles) were \$2,826,917,967; their operating expenses were \$1,958,963,431. The corresponding returns for 1911 (average mileage operated 234,366.14 miles) were: Operating revenues, \$2,772,733,828; operating expenses, \$1,901,399,475. The following figures present a statement of the operating revenues for 1912 in detail:

Freight revenue.....	\$1,956,802,927
Passenger revenue.....	657,422,999
Excess baggage revenue.....	7,473,128
Parlor and chair car revenue.....	658,800
Mail revenue.....	50,674,758
Express revenue.....	72,970,758
Milk revenue (on passenger trains)...	8,323,683
Other passenger revenue.....	5,228,969
Switching revenue.....	29,331,726
Special service-train revenue.....	2,078,910
Miscellaneous transportation revenue	6,174,062
Total revenue from operations other	
than transportation.....	27,367,678
Joint facilities—Dr.....	918,586
Joint facilities—Cr.....	3,328,155

Total operating revenues..... \$2,826,917,967

Operating expenses, as assigned to the five general classes, were:

Maintenance of way and structures..	\$ 363,496,583
Maintenance of equipment.....	448,303,785
Traffic expenses.....	60,568,586
Transportation expenses.....	1,013,340,697
General expenses.....	73,254,780

Total operating expenses..... \$1,958,963,431

With minor eliminations from the figures given above, operating revenue per mile of line operated (including line operated under trackage rights) averaged \$11,881 and operating expenses \$8,234 for the year.

Investigation of Accident on the N. Y., N. H. & H. R. R. at Stamford, Conn., June 12.

Benjamin I. Spock and J. F. Berry, counsel, for the New York, New Haven & Hartford Railroad Co. C. L. Bardo, general manager, and C. N. Woodword, general superintendent, for the New York, New Haven & Hartford Railroad Co.

H. W. Belnap, chief inspector of the safety-appliance division of the Interstate Commerce Commission, and Phillip J. Doherty, attorney, for the Interstate Commerce Commission.

REPORT OF THE INTERSTATE COMMERCE COMMISSION McChord, Commissioner:

On June 12, 1913, a rear-end collision occurred between the first and second sections of westbound train No. 53 at Stamford, Conn., on the New York, New Haven & Hartford Railroad, resulting in the death of 6 passengers and the injury of 20 passengers and two mail clerks. Inspectors who were in the immediate vicinity proceeded to Stamford within a short time after the occurrence of the accident, while others were ordered to that point to assist in the investigation.

A public hearing was held by the Commission at Bridgeport, Conn., on June 18, 19, 1913, and the Public Utilities Commission of the State of Connecticut, which was then engaged in an investigation on its own initiative, was invited to and did participate in this hearing.

The investigation of this accident developed the following facts:

Westbound passenger train first No. 53 was en route from Springfield, Mass., to New York, N. Y. At the time of the accident it consisted of one smoking car, three day coaches, and one Pullman parlor car, in the order given, hauled by locomotive No. 1025. All of the cars in this train were of wooden construction, the parlor car being equipped with steel platforms. This train was in charge of Conductor Vincent and Engineman Worthington. It left New Haven, Conn., at 3:53 p. m., two minutes ahead of time; left South Norwalk at 4:35 p. m., one minute ahead of time; and at 4:46 p. m., two minutes ahead of its scheduled arriving time, came to a stop east of Stamford station for the purpose of substituting an electric locomotive for the steam locomotive, trains being operated by electric power between Stamford and New York. While this change was being made the rear end of the train was struck by second No. 53, the collision occurring at 4:50 p. m. At the time of the collision the rear end of first No. 53 was nearly 2,000 feet east of Stamford station.

Second No. 53 was en route from Boston, Mass., to New York, N. Y., and at the time of the accident consisted of the following cars, all of which were of wooden construction:

	Year built.	Trucks.	Weight Wheels. Pounds
New Haven postal 3251.....	1906	6	102,000
New Haven baggage 3106.....	1907	4	86,400
Pullman Centredale.....	1911	6	132,000
Pullman Pristina.....	1906	6	116,000
Pullman Foxboro.....	1900	6	122,000
Boston & Albany coach 441	1899	6	94,000
Boston & Albany coach 414	1899	6	94,000
New Haven coach 1914.....	1912	4	86,000

This train was hauled by locomotive No. 1338, a superheater of the Pacific type, weighing 154,000 pounds on its driving wheels, and having a combined weight of engine and tender, ready for service, of 384,000 pounds. The train was in charge of Conductor Dunn and Engineman Dougherty. It left New Haven at 3:57 p. m., South Norwalk at 4:39 p. m., and collided with first No. 53 at Stamford at 4:50 p. m., as previously stated.

The force of the collision drove the first section ahead a distance of about one and one-half car lengths. Locomotive No. 1338 telescoped the wooden parlor car on the rear end of first No. 53 nearly the entire length of the engine, only the cab being visible. This parlor car was so badly damaged that it was burned a few hours afterwards. Neither the engine nor tender, nor any of the cars in second No. 53, was derailed, and the engine sustained only slight damage. None of the other cars in either train was materially damaged. After the accident it was found that the second section had parted between the baggage car and the first Pullman car, breaking the knuckle on the forward end of the latter car, the cars being separated 15 or more feet.

This part of the New York, New Haven & Hartford Railroad is a four-track road. Train movements are governed by the controlled-manual block-signal system. The signals are of the two-position, suspended type, and at Stamford are supported on signal bridges, each signal being over the track it governs. Train orders are not used unless a train is moving against the current of traffic. When first No. 53 came to a stop its rear end was 171 feet west of the home signal, which in turn was 1,800 feet west of the distant signal. This latter signal could be seen plainly by approaching westbound engine crews a distance of 1,847 feet. About 900 feet east of the home signal is the beginning of a two-degree curve leading toward the north, 827 feet in length, the eastern end of this curve being about 100 feet west of the distant signal. The home signal cannot be seen from the distant signal. East of the distant signal the track is straight for 1,500 feet, then there is another two-degree curve leading toward the north, 1,731 feet in length. The grade for a distance of one mile or more east of the point of collision is slightly descending for westbound trains, at no time being greater than one-third of one per cent. The speed of second No. 53 prior to the time steam was shut off at a point east of the distant signal is believed to have been in excess of 60 miles per hour; in fact, the train sheet shows that second No. 53 passed Darien, Conn., at 4:46 p. m., and that it traveled the distance of 4.5 miles to Stamford in four minutes, or at an average speed of 67.5 miles per hour. At the time of the collision the speed had probably been reduced to 15 or 20 miles an hour. The weather was clear.

The home signal protecting the rear end of first No. 53 was in the stop position when second No. 53 approached, while the distant signal was in the caution position, indicating to the engineman of second No. 53 that the home signal was in the stop position. At the hearing the engineman of second No. 53, C. J. Dougherty, testified that on the day of the accident the air brakes were not working well, and gave that as his reason why he was unable to obey and be governed by the signal indications,

and bring his train to a stop in time to avoid the collision. He said that when stopping at a signal tower leaving New Haven he experienced no difficulty in controlling his train, as he was running slowly. At Bridgeport he took extra precautions, and he did likewise at South Norwalk. While within the city limits of South Norwalk he had occasion to apply the emergency brakes to avoid striking a boy, and he testified at that time he was not satisfied with the way the brakes worked, as the train was not stopped as soon as he thought it should have been. Approaching Stamford he shut off steam on the curve before coming within sight of the distant signal. When his engine approached near enough to enable him to see the distant signal, it was in the caution position. At this time he said he was about 300 feet away, and he at once made a 15-pound reduction in the train-line pressure. The brakes did not seem to take hold well, and after passing the distant signal he made a further reduction of 10 pounds. When his engine had reached a point about 300 feet from the rear end of first No. 53 he applied the brakes in emergency, but was unable to stop his train. He also testified that when he saw that there was danger of a collision he tried to reverse his engine, but as he had hurt his back a short time previously while attempting to reverse an engine of this type, which worked hard on account of being new, he was able to move the lever but a short distance—not enough to do any good.

In testifying as to his experience Engineman Dougherty stated that all of his railroad experience had been with the New York, New Haven & Hartford Railroad. He had had nine years and eight months' experience as a fireman, most of which had been on that part of the New York, New Haven & Hartford Railroad between Midway, Conn., and Harlem River, N. Y., which embraces the territory involved in this accident. He had had three years' experience firing in passenger service, most of which had been spent on a local train running between New Haven and Shelburne Falls, Mass. He became an engineman on March 16, 1912, but was reduced to firing on May 31, 1912, on account of a reduction of force. On June 26, 1912, he was again promoted and had been employed as an engineman since that date. Before becoming an engineman he had to take mechanical, airbrake and book-of-rules examinations. He failed to pass the mechanical examination, but was afterwards re-examined on that subject and passed. In his brief experience as an engineman he had never been in fast passenger-train service at any time up to the Tuesday preceding the date of the accident, which occurred on Thursday, practically all of his experience as an engineman having been spent upon switch engines and slow freight trains. Prior to June 12, 1913, the day of the accident, Engineman Dougherty had worked 265 days as an engineman. This service was distributed as follows: Yard service, 158 days; slow freight service, 79 days; fast freight service, 10 days; passenger service, including pay cars and mixed trains, 18 days. Of his 18 days in passenger service, only two days, June 10 and 11, 1913, had been spent in fast passenger-train service.

On his first day as an engineman in fast passenger-train service, two days preceding the date of

the accident, he made two round trips from New Haven to Stamford, which stations are 40 miles distant from each other. On his first trip to Stamford, which was made on second No. 53, he had trouble with the airbrakes, and at Bridgeport the train ran by the station before being brought to a stop. When he reached Stamford he made a written report in a book furnished for that purpose, and among other things reported "brakes no good." Before starting on the return trip to New Haven he looked at the book and saw a machinist's name signed there, indicating that the necessary repairs had been made. He was not entirely satisfied, however, and en route to New Haven took extra precautions in making the stops, starting to brake "way back," securing good results. The locomotive in use on Tuesday was No. 1338, which was the locomotive involved in this accident. This was a new locomotive, having been delivered to the railroad recently, and Engineman Dougherty had never used a locomotive of that type previous to Tuesday. He further stated that he had much difficulty in watching the water, and thought that all the water glasses were out of order on the engines of this class.

Since he had been an engineman none of the traveling engineers, who were employed for that purpose, had ever ridden on an engine with him, or given him any instructions or assistance of any kind. When he was taking his engine from the turntable preparatory to starting on the first trip to Stamford on Tuesday, Traveling Engineer Carroll asked him where he was going. He replied that he was going out on second No. 53. Engineman Dougherty's further testimony as to this conversation was as follows:

He said, "Well, for Christ's sake look out for yourself." He says, "Harmon got into it yesterday." He says that "the brakes ain't holding, and the water glass is out of order." Now he says, "Bardo is raising holy hell." So he says, "Start backing back far enough so as to make sure you will stop." That was the only instructions I ever got.

Engineman Dougherty also testified that although on the trips preceding the accident he had stopped east of Stamford station for the purpose of cutting off his engine and allowing an electric locomotive to couple on in order to handle the train from that point to the terminal at New York, yet he did not know where it was customary to make this change in motive power, as no one had ever said anything to him about it. During the three weeks in which he had acted as fireman, or assistant, on an electric locomotive between Stamford and New York, the change in power had sometimes been made at Stamford station and sometimes at a point east of the station.

Fireman Smith, of second No. 53, was an extra fireman with about 15 months' experience. He testified that when approaching Stamford the engineman called his attention to the caution signal and that by the time he looked out and saw it the airbrakes had been applied; that is, he heard the exhaust of the air, but did not feel the brakes take effect. He did not hear the engineman apply the emergency brakes just prior to the collision, but on looking at the brake valve saw it set in the emergency position.

Conductor Dunn stated that coming into Stam-

ford he first noticed an application of the airbrakes at a point just east of the distant signal. This application of the brakes did not seem materially to reduce the speed of the train. Just before the collision occurred the brakes were applied in emergency. After the accident he did not examine the cars in his train, but when going back to send out a flagman to protect the rear of the train he noticed on one of the cars a piston out of the brake cylinder on the extreme end.

Baggageman Wilson stated he did not notice any application of the brakes until they were applied in emergency just before the collision.

Engineman Waite, an employee of the New York, New Haven & Hartford Railroad, who was standing near the point of collision at the time of its occurrence, testified that he was curious to know why second No. 53 should have run by the signal set against it, and on this account walked along the train to see if he could find anything wrong. He stated that two of the cars appeared to him to be in fine condition with respect to the airbrake piston travel, but that in the case of the other cars the piston travel seemed to be too long. He thought, however, that the brakes were about the average. He found one car on which the brakes were not applied, but stated that the air might have leaked off after the accident. Engineman Waite further testified that unless the brakes were in very good condition it would require an emergency application to stop a fast train in the distance between the distant and home signals at Stamford.

Master Mechanic McCabe stated that he had reached the scene of the accident at about 5 p. m., at which time there was no one on the engine. He found the brake valve in the emergency position, the reverse lever in the center, and the sand blower open. The air pump was working and the reservoir pressure was about as high as usual, in the neighborhood of 125 pounds. After seeing that there was enough water in the boiler he got off the engine and asked the engineman, who was standing on the ground, what the trouble was, and he replied that the brakes did not hold. Master Mechanic McCabe further stated that he thought the accident was due to Engineman Dougherty's inexperience as an engineman on first-class trains; that he was approaching Stamford at an excessively high rate of speed, and did not possess sufficient judgment, as far as the airbrakes were concerned, to enable him properly to control his train.

General Airbrake Inspector Joy testified that he was on the scene 20 minutes after the accident occurred and made an examination of the equipment of second No. 53. He found the piston travel on the cars in this train to be as follows:

	Inches.
Mail car.....	6
Baggage car.....	8½
Pullman car Centredale	7
Pullman car Pristina	10½
Pullman car Foxboro	Released.
Boston & Albany coach 411.....	8½
Boston & Albany coach 414.....	6½
New Haven coach 1914.....	9

He accounted for the brakes being released on the Pullman car Foxboro by stating that he found to be broken a pipe which conveyed air to the

water-distributing system. Because of the period of time which had elapsed between the time of the accident and the time of this examination he thought the brakes possessed good holding power. In his opinion the breaking of the knuckle on the coupler of the Pullman car Centredale was probably due to the emergency application of the brakes on that car while running at a low rate of speed. Referring to the distance between the home and distant signals at Stamford, Inspector Joy was unable to say whether or not an engineman would be able to stop his train at the home signal if he applied the brakes at the distant signal while running at a speed of 50 miles per hour. He thought, however, that there was ample room to make this stop if the brakes were applied as soon as the engineman came in sight of the distant signal.

Second No. 53 ran from Boston to Springfield, Mass., over the tracks of the Boston & Albany Railroad. Engineman Mead of the Boston & Albany Railroad, who was in charge of the engine hauling this train from Boston to Springfield on the day of the accident, stated that the brakes were a little slow in operating, and that he had to make a large reduction of air before he felt the brakes take hold.

At Springfield and at New Haven airbrake tests and general inspections of the equipment of second No. 53 were made, engines were changed, and one car was cut out at each of these points. These inspections covered safety appliances, hose, wheels, journals, brake rigging, brakeshoes, and all other devices and parts which might become defective. It is customary to make no record regarding an inspection of this character unless some defect is found. In airbrake tests, if the piston travel is found to be more than 8 inches, it is adjusted or the air cut out, but on through trains this is seldom necessary. When second No. 53 came into the station at Springfield the engine was cut off, an application of the brakes was made by opening the angle cock, and the inspectors examined the train to see that all the pistons were out. The engine of the New York, New Haven & Hartford Railroad was then coupled on, the train line was coupled up, and the brakes were released; then another application of the brakes was made, the inspectors only noting that the brakes applied, no inspection being made as to the operation of the brakes in service application. When the brakes had been again released the conductor was notified that the train was ready to proceed. There were three inspectors who made this inspection and brake test at Springfield, and the station time of this train at that point is five minutes.

Engineman O'Connor, who was in charge of engine No. 1345, which hauled this train from Springfield to New Haven, stated that the brakes on the train were in good condition and that he had no difficulty in operating them.

At New Haven the engine was taken off and the dining-car cut out. There were four inspectors to do this work, and then two inspectors made an inspection of the train and tested the brakes. After engine No. 1338 was coupled on and the train line was coupled up, the engineman made an application of the brakes, and when it was noted that they applied through to the rear end a signal to release

the brakes was given and the train proceeded. The train stopped seven minutes at New Haven.

It is believed that the inspections and tests of the airbrakes of this train which were made at Springfield and New Haven were not sufficiently thorough to furnish accurate information regarding their efficiency. At Springfield the brakes were applied by opening the angle cock at the head end of the train after the engine had been cut off, and this no doubt was equivalent to an emergency application. Under these conditions an inspection could furnish no information regarding the operation of the brakes in an ordinary service application. It is believed that a more complete and reliable airbrake test should be conducted at Springfield, particularly in view of the fact that at that point the train is received from a foreign road. At New Haven the airbrake test was even more superficial, the object of this test apparently being merely to insure that the train line was coupled up and that air flowed through the train line to the rear end of the train.

When Engineman Dougherty brought engine No. 1338 to the roundhouse at Stamford on June 10 he made out a report in the book provided for that purpose, in which he mentioned three defects, one of which was that the back end of the main rod ran warm; another, that the water-glass didn't work; and the third, at the bottom of the page under the heading "Other work needed," was "Brake no good." When this engine was brought to the pit at Stamford, Foreman Brady took charge of it. He saw Engineman Dougherty and talked with him a few minutes, but nothing was said about the condition of the brake. Foreman Brady said that he handled the engine himself; he ran it on to the turntable and as there was only about a two-foot clearance he had to be very careful in making the stop on the turntable, but the brakes operated properly and he did not have any trouble. After the engine was turned he ran it to the water plug, and the brakes again operated properly when he stopped there. He stated that both times he used the independent brake, and that he did not operate the automatic brake or reverse the engine. He did not inspect the engine, neither did he hear the engineman say anything about the condition of the brakes, although it was customary for an engineman to warn the man at the pit in case of a defective brake.

Machinist Gash, who was on duty at the pit at Stamford on June 10 when engine No. 1338 was delivered there, stated that he was a general man about the roundhouse and his duties included inspection and repair of locomotives. He had been a machinist for about five years and had been employed at Stamford for about ten months. He stated that it was his custom when inspecting locomotives to examine the piston travel, applying both the independent and the automatic brakes; he also looked for leaks in the brakepipes and examined the brake rigging and brakeshoes. He knew how to adjust piston travel and repair leaks, but he admitted that he did not know much about the airbrake system. He stated that when a locomotive requiring attention or repairs was brought on the pit it was customary for the engineman to report to the foreman, and the foreman would then direct the necessary work to be done. If anything

special was required the engineman would personally see the machinist. After completing the inspection and repair of an engine it was customary to check off from the engineman's report the items which had been attended to. He saw Engineman Dougherty's report regarding engine No. 1338 on June 10; he inspected the brakes, made the necessary adjustments on the main rod, and examined the sander. He said he checked off the last two items and signed the report, but he did not check off the item referring to the brakes for the reason that he found nothing wrong with them. His examination of the brakes consisted merely of noting that the piston travel was properly adjusted when the hostler stopped the engine on the turntable. He did not know whether the independent or the automatic brake was used in making this stop. When he found nothing wrong with the brakes he thought the defect noted by the engineman could not have been very serious, for he said if it had been the engineman would have told him about it, or would have called the matter especially to the attention of the foreman. He made no report to anyone regarding the condition of the brakes or his failure to repair them, as he said it was not customary to make any report when anything mentioned on the engineman's work report was examined and found to be in proper condition. The engine went out without any further inspection being made and without any repairs to the brakes. He did not remember the item referring to the water-glass, and stated that he did not examine the water-glass and that no work was done on it before the engine left Stamford.

No book for reporting defects was maintained at the old engine house at New Haven, and the master mechanic stated that if a defect in the brake system occurred on an engine coming in there it would be the engineman's duty to call it to the attention of the inspector. If an engineman brought his engine in and said nothing about any defects the inspector would be justified in assuming that everything was in good condition unless he discovered defects while making his inspection.

Engine Inspector Quinn, who worked at the old engine house at New Haven, stated that his duties consisted of inspecting everything on an engine under the running board, but he did not touch the brakes, unless he found loose jam nuts, and then he adjusted them. He stated that on June 10 engine No. 1338 was brought to the spark pit and he made an inspection of it; he found everything in good order. He saw Engineman Dougherty, but the latter said nothing about the condition of the engine or of work required to be done.

Master Mechanic Clarkson, of the Shore Line Division, who was located at Cedar Hill roundhouse, New Haven, stated that about 110 or 115 engines came into that roundhouse daily. A general foreman has charge of the inspection and repair of locomotives. A book is kept there, in which enginemen make reports of work required to be done on locomotives brought in by them, and a clerk makes copies of these reports, which are turned over to the foreman of the proper departments, who in turn assign men to do the work. The man who does the work in each case is supposed to sign the book in which the original report is made, but this is not always done. At that roundhouse four

engine inspectors and two airbrake inspectors are on duty in the daytime, and two engine inspectors and one airbrake inspector at night. An engine inspector inspects the running gear and an airbrake inspector inspects the brakes on each locomotive that comes in. The airbrake inspector makes a record of the defects he finds, and if he can repair them he does so; if not, he makes out a report which he turns over to the airbrake foreman, who then assigns a man to do the work; this man reports to the airbrake foreman when the work is completed. As a rule no further inspection is made.

General Foreman of Repairs Harris, who was located at Cedar Hill roundhouse, stated that when an engineman brings an engine to that roundhouse he makes a report in prescribed form, in the book provided for that purpose, of work that is needed on his engine. A clerk makes copies of these items on slips, which are given to the foremen of the proper departments, who assign men to do the work. There are about 450 men employed at Cedar Hill and there are enough foremen so that each one has only a small force and can keep track of the work done. When the work called for on the slips has been done the men who do the work are supposed to sign the engineman's work report; but if the work is not done the slips are returned to the foreman, and no notation is made in the book regarding it. Men are not required to sign the book except for work done by them which had been reported by enginemen. Many of the men were unwilling to sign the book when they had completed the repairs called for, fearing that if some defect developed after the engine was sent out they would be held accountable. An examination of the work book at Cedar Hill roundhouse disclosed the fact that in a large majority of cases men had failed to sign the book as required, and there was nothing to indicate that the work reported by enginemen had been done. In checking up the records regarding engines of the 1300 class from May 23 to June 6, it was found that there were 24 instances in which defective water-glasses had been reported, in one instance the engineman stating that he had reported the same defect three times, and there was no record whatever that any of these defective glasses had been attended to. General Foreman Harris stated that he had given orders to make the necessary repairs as fast as practicable and that all except three of these defects had been repaired. There were also 21 instances in which airbrake apparatus or reverse levers on engines of this class were reported as defective, and in only one of these cases was there any record that the necessary work had been done. General Foreman Harris stated that these were new engines and that they required some adjustment. He believed that the work reported had all been done but that the men had failed to sign the book. There was no complete record of work done at this roundhouse nor was there any system of supervision or inspection of repairs which would insure that work reported had been properly done and that those in authority would know that an engine was in proper condition when it was sent out.

Airbrake Inspector Fowler, who was located at Cedar Hill roundhouse, stated that on June 12 he

made an examination of the brakes on engine No. 1338 and found that the piston travel on the right side was about 11 inches while on the left side it was about 7 inches. The long piston travel was the only defect he found, and he wrote on a slip, "Take up driver brakes," and sent this report to the office. He stated that he operated both the independent and the automatic brakes, and both worked properly. He did not see the engineman who brought this engine in, or his report of work required to be done on it, and he did not make any repairs to the brakes on this engine. He did not know whether or not the piston travel on engine No. 1338 was properly adjusted before that engine went out. He had examined the brakes on a number of engines of this class and had found that if the piston travel was out of adjustment it was usually too long rather than too short. It was not his custom to measure piston travel but merely to estimate it or guess at it. He usually inspected from 35 to 38 engines each night; if engines came in so fast that he could not inspect all of them the day inspectors examined those that he missed.

Airbrake Machinist Coden, who was located at Cedar Hill roundhouse, stated that on June 12 he received a slip from Inspector Fowler calling attention to defective brakes on engine No. 1338; he found the piston travel on the right side to be about 11 inches and on the left side $4\frac{1}{2}$ inches, and he adjusted the piston travel on the right side to $4\frac{1}{2}$ inches. He stated that after this work was done he destroyed Inspector Fowler's slip, as he did all slips of this kind after the work specified had been completed. He stated that a complete record of all work done was not kept, but in making out time slips the machinists were required to state the time spent on each engine.

Road Foreman of Engines Carroll stated that he had been employed in that capacity since August 21, 1912, and that there were four road foremen of engines on this division having general supervision over about 400 enginemen in steam service. Road foremen of engines are required to instruct enginemen to ride over the road with them from time to time, and to see that they perform their duties properly. He stated that he did not know how many trips in passenger-train service Engineman Dougherty had made, but knew this was not his first trip; he did not know whether or not any road foremen of engines had ever ridden over the road with Dougherty. He stated that he had been instructed by the general manager to caution enginemen regarding the operation of trains, and that on Tuesday afternoon he had warned Dougherty to exercise great care in running his train. He also talked with Dougherty on the day of the accident about running past the station at Bridgeport on a trip two days before, and made the remark that the reason for overrunning the station was that Dougherty was running too fast; he told Dougherty to begin to apply the brakes back far enough so that he could stop his train properly. He did not say anything about the condition of the brakes, but called attention to the fact that the waterglasses on some of the engines of this class were not working properly and were not reliable, and told him to be sure to use the gauge cocks. When Carroll was asked why he did not ride with Dougherty on this trip, in view of

the fact that he considered it necessary to caution him about handling the engine properly, he replied, that he believed he had already performed a day's work. As second No. 53 left New Haven at 3:57 p. m. on the day of the accident, Carroll's talk with Dougherty probably took place about the middle of the afternoon. In view of the importance of this train and in view of the fact that Carroll knew Dougherty had had little experience as an engineman in fast passenger-train service, was not accustomed to the new engines, and had failed to control his train properly at one place on the trip just two days before, and also since he did not know whether or not a road foreman of engines had ever ridden over the road with Dougherty, a proper sense of the responsibility of his position and a proper regard for the safe operation of this train should have impelled Road Foreman of Engines Carroll to accompany Dougherty on this trip.

After the accident a number of tests were made to determine the condition of the brakes, both on the engine and the cars. These tests were made under the direction of the following airbrake experts: P. J. Langan, airbrake inspector of the Delaware, Lackawanna & Western Railroad; C. W. Martin, airbrake inspector of the Pennsylvania Railroad; and T. L. Burton and Chester H. Larimer, of the Westinghouse Air Brake Co. The train was in the same condition in which it had been on the date of the accident, evidence being produced to show that no repairs had been made to any of the cars. The brakes on the engine were also in the same condition as they had been on the date of the accident, no repairs having been made to them, with the exception of repairing pipes on the front end of engine, which had been broken in the collision.

Seven complete tests were made. It was found that the governor to the air pump on the engine was erratic in its action and would occasionally stop the pump, requiring a slight tapping to start it to work and enable the pump to operate. Outside of this erratic operation of the pump governor the airbrakes on the engine were found to be in good condition.

The first test was made at a speed of 64.5 miles per hour. An emergency application of the brakes was made at a point 1,571 feet east of the distant signal. The stop was made in 40 seconds, and the distance covered was 2,097 feet from the point where the application of the brakes was made.

Test No. 2 was made at a speed of 55 miles per hour. A full service reduction of 30 pounds was made at the same point as in test No. 1, and the train stopped in 39 seconds at a point 1,894 feet from where the brake application was made.

Test No. 3 was made at a speed of 57.5 miles per hour. An emergency application of the brakes was made at the same point as in the two previous tests. In the test the train was stopped in 35.6 seconds, and the distance covered was 1,617 feet.

Test No. 4 was made at a speed of 60.5 miles per hour, the brake application being made at the same point as in tests Nos. 1, 2, and 3. A full service application of 30 pounds was made, the same as in test No. 2. In this test the train

stopped in 47.6 seconds and the distance covered was 2,525 feet.

Test No. 5 was made at a speed of 59.5 miles per hour. A service application of the brakes was made in this test, there being two reductions of brake pressure, the first reduction of 15 pounds being made at the same point as in the previous tests; after an interval of three or four seconds, a further reduction of 15 pounds was made. The time consumed in stopping in this test was 49.6 seconds and the distance covered was 2,586 feet.

Test No. 6 was conducted with the idea of reproducing the conditions under which Engineman Dougherty said he operated on the date of the accident, as understood by those conducting the tests, namely running at a speed of 60 miles per hour and making a 10-pound reduction, followed by a 5-pound reduction, and then an emergency application of the brakes. The speed of the train in this test was 59 miles per hour. The first application of 10 pounds was made at the same point as in the previous tests. This was followed by a further service reduction of 5 pounds, and when the locomotive passed the distant signal the brake valve was placed in the emergency position, where it remained until the completion of the stop. In this test the time required to make the stop was 50.8 seconds, and the distance covered was 2,767 feet.

Test No. 7 was a duplicate of test No. 6, with the exception that instead of applying the brakes at a point 1,571 feet east of the distant signal they were applied as the locomotive passed under the bridge on which the distant signal is located. This test was intended to reproduce the brake operations which the experts supposed had been employed by Engineman Dougherty on the day of the accident. The speed of the train was 59.6 miles per hour at the distant signal. The brakes were applied by first making a 10-pound service reduction, followed by a 5-pound reduction, after which the brake valve was placed in the emergency position and allowed to remain there until the train stopped. The stop was made in 42.8 seconds and the distance run was 2,296 feet. The train ran 496 feet past the home signal and 325 feet beyond the point where the collision occurred. In examining the brakes of the train as a preliminary to making these tests, it was found that the piston travel on the cars was not uniform, and on one car having the latest form of passenger equipment the brake did not respond to an ordinary service application. On a standing test it required a reduction of at least 20 pounds of air to set the brake upon this car, and upon another occasion it required a reduction of between 30 and 40 pounds of air. This indicated that the brake on this car would not apply except with an emergency application. Immediately after the collision the knuckle on the coupler on the front end of this car was found broken, and there was a gap of about 15 feet between this car and the one immediately ahead of it. This break in two was probably caused by the brake on this car being set with full force by the emergency application which Engineman Dougherty made, the brake previous to that time probably not holding at all.

In addition to the above described tests, two

break-in-two tests were made to determine the distance in which the train could be stopped separately from the engine; that is, to show the gap between the train and the engine. On one of these tests the speed was 61 miles per hour and the gap between train and engine when both were brought to a stop was 196 feet. The time in stopping the engine was 27 seconds and the time in which the train was stopped was 23.4 seconds. This indicated a very good brake on the engine. The train brakes, however, were not as good as they should have been; that is, the expert, Mr. Langan, said that he expected to find a greater gap between the engine and train.

On the second test the speed was 53 miles per hour and the gap between the engine and train was 251 feet. The time of stopping the train was 21.4 seconds and the time for the engine was 26 seconds. In this test the engine was on a descending grade, which explains the greater length of gap between the engine and train. In the opinion of Mr. Joy, the airbrake inspector of the New York, New Haven & Hartford Railroad, a train running 60 miles an hour on such track as that at Stamford where the wreck occurred ought to be brought to a stop in about 2,000 feet. All four of these experts agreed in the statement that a train going 60 miles per hour ought to be stopped within 1,800 or 2,000 feet on such track as the New Haven road had leading into Stamford. Mr. Martin, the expert of the Pennsylvania Railroad, said in his opinion that the signals ought to be spaced so that there would be sufficient distance between the home signal and the distant signal to insure that a train could be stopped with a service application of the brakes when going at a speed of 60 miles per hour. He further said that on the Pennsylvania Railroad a man who had not been properly examined and had not passed the examination required by the road foreman was not assigned to a passenger train without orders from the road foreman. The practice is that when a man bids in a run, or a place where he is liable to be assigned to extra passenger trains, he is instructed to report to the officials of the different terminals where he has to run and is examined by each of these officials as to his efficiency in signals. If he passes their examinations he is put through the airbrake examination by the airbrake inspector of the division where he is employed, and in addition to this, if it is thought necessary by the road foreman of engines, he is put through a mechanical examination. These examinations are additional to the examination he is required to take when promoted to the position of engineman. He said that Engineman Dougherty would not have been assigned to a passenger train on the Pennsylvania Railroad if any other man was available for service, and if it was found absolutely necessary to send him out because of no other man being available, then there would have been a traveling engineer or road foreman of engines assigned to ride with him to see that he handled his train properly. Replying specifically to a question, he said:

"Considering fully the experience that Engineer Dougherty had had as fireman of a passenger train and his experience as an engineer either on

fast freight or passenger trains—that is, fast freight on the road—I do not think personally that he was the man who should have been assigned to a passenger train."

Mr. Martin stated also that a train in the condition in which second No. 53 was at the time of the test would not be permitted to leave the terminal on any of the fast passenger runs on the Pennsylvania Railroad. This was due to the fact that the brakes on the Pullman car Centredale did not apply with a service application and could not operate with an application of less than 20 pounds of air. He said that in test it took from 20 to 40 pounds of air to set the brakes on this car. Theoretically the brakes should have applied with a 7-pound reduction. In testing stop travel on engine brakes it was found that the brakes on the engine front truck had a travel of 5½ inches. On the driver brakes the travel on the right cylinder was 9 inches and on the left 11 inches. The tender brakes had 6 inches of travel. Mr. Langan, the expert of the Delaware, Lackawanna & Western Railroad, stated positively that a train in the condition in which second No. 53 was found at the time of the test could not have been permitted to leave the terminal on the Delaware, Lackawanna & Western Railroad in fast passenger-train service. This is due to the fact that the brake on the Pullman car Centredale would not apply with an ordinary service reduction but required from 20 to 40 pounds reduction in order to set the brakes. He said that Engineman Dougherty would not have been permitted to handle a fast passenger train on the Delaware, Lackawanna & Western Railroad. The practice on his road was to require at least 3 years' experience before an engineman was permitted to run in fast passenger service, and even then he was required to pass a special examination on airbrakes and was not permitted to run a train until after his qualifications had been approved by the general airbrake inspector. Mr. Langan also stated that there should be sufficient room between the distant and home signals to permit trains to be brought to a stop with an ordinary service application of the brakes. He said that the distance between the signals should be approximately one-half mile.

In their report on the results obtained in the break-in-two tests, the experts said that "the brake on the locomotive was in first-class condition." A statement in this connection was made regarding the condition of the train brakes, although no such statement would seem to be needed, inasmuch as the primary object of a break-in-two test is to obtain a showing of the comparative efficiency of engine and train brakes. In their final conclusion they say that in their opinion the brakes on the cars at the time of the accident were in "good serviceable condition." This conclusion lacks definiteness because there is nothing in their report to indicate what they meant by the term "good serviceable condition."

While they were unanimous in saying that such a train as second No. 53, under such track conditions as existed at Stamford on the date of the accident, could be brought to a stop from a speed of 60 miles per hour within a distance of 1,800 to

2,000 feet, it will be noted that in none of the tests where the speed approximated 60 miles per hour was this result obtained. In four of these tests the train speed varied from 59 to 60.5 miles per hour, and the length of stop from 2,296 to 2,767 feet. With a full service application at a speed of 60.5 miles per hour the length of stop was more than 2,500 feet, and with a partial service followed by an emergency application, the length of stop in one instance was more than 2,700 feet, and in another instance nearly 2,300 feet. At the highest rate of speed attained in any of the tests, namely, 64.5 miles per hour, the length of stop was 2,097 feet with a full emergency application of the brakes. These results were doubtless sufficient to justify the statement that the train brakes were in serviceable condition, but it is not believed that they were in that high state of efficiency which the requirements of safety demand in fast passenger-train service. Train second No. 53 traveled at an average speed of 67.5 miles per hour from Darien to the point of collision. Measured by the results obtained in these tests, it is obvious that at this high rate of speed it would have been impossible for the engineman to have brought his train to a stop in the distance between the distant and home signals, even had he made a full emergency application of the brakes at the distant signal. That the train brakes were not in that high state of efficiency demanded in a train of this character is further demonstrated by the comparatively short gap between the engine and train in the break-in-two tests. In reply to a question at the hearing as to what these tests showed concerning the efficiency of the train brakes, one of the experts said that he expected to find a longer gap between the engine and train.

These tests further demonstrated that the distant signal is not located far enough away from the home signal to provide safe stopping distance between the signals for high-speed trains. In only one of the tests was a stop made in less than 1,800 feet, and that was a full emergency stop from a speed of less than 60 miles per hour. The experts said that the distant signal should be located far enough away from the home signal to provide safe stopping distance for a train running 60 miles per hour, with a service application of the brakes. One of them placed this distance at one-half mile. There is no physical reason why the distant signal at Stamford could not be located 800 feet farther east, and had it been so located, there is every reason to believe that this accident would not have occurred, even though the engineman exercised poor judgment in failing to apply the brakes until within a short distance of the distant signal.

The direct cause of this accident was the failure of the engineman on second No. 53 to apply the airbrakes in time to stop his train before reaching the home signal. This failure was the result of an error in judgment on the part of the engineman due to his lack of experience in handling high-speed passenger trains and the absence of instructions regarding the proper method of handling his train.

The responsibility for placing an inexperienced and uninstructed engineman in charge of a high-speed passenger train rests with the operating

officers of the New York, New Haven & Hartford Railroad Co.

Contributing causes of the accident were the improper location of the distant signal at Stamford and the fact that the train brakes were not as efficient as the requirements of safety demanded on a train of that character.

The rear car on first No. 53, the parlor car Skylark, was built by the Pullman Co. in 1905. It was of wooden construction with the exception of the platforms, which were of steel, and was equipped with nontelegraphing ends. As previously stated, this car was badly telescoped and afterwards destroyed. In its twenty-fifth annual report to Congress the Commission called particular attention to the desirability of all cars used in passenger-train service being constructed of steel. Not only was it considered that these cars would better withstand the force of a collision or derailment and afford a greater degree of safety to their occupants than cars of wooden construction, but there would be eliminated the danger of fire breaking out and adding to the suffering of the passengers and employees. That the steel car is considered to be an improvement over the wooden car is shown by the fact that in ordering new cars for passenger-train service many railroads have for some time past ordered nothing but steel cars, and at the present time it is the exception rather than the rule to find wooden cars on the fast passenger trains of these roads. The New York, New Haven & Hartford Railroad, however, is among those railroads which have made comparatively slow progress in the matter of steel-car construction. This condition, however, possibly may be accounted for by the attitude of the officials as shown in testimony taken in connection with the accident which occurred on this railroad at Westport, Conn., on Oct. 3, 1912, wherein Vice President Horn, at that time in charge of operation, stated that he was doubtful as to the desirability of steel cars compared with wooden cars, and added that if the New York, New Haven & Hartford Railroad could be convinced that there was something better they would adopt it. It is interesting therefore to note that the New York, New Haven & Hartford Railroad is now ordering steel equipment instead of wooden equipment, as evidenced by the testimony of Mr. Wildin, mechanical superintendent. Mr. Wildin stated that the number of cars under order by the New York, New Haven & Hartford Railroad was 354, all of which were to be of all-steel construction. These cars were divided as follows:

Motors.....	18
Trailers.....	26
Mail.....	26
Compartment mail.....	10
Smoking.....	64
Passenger.....	136
Combination baggage and smoking.....	10
Baggage.....	50
Dining.....	9
Club.....	5

Mr. Wildin further stated that out of a total of 2,288 cars of various types comprising the passenger equipment owned by the New York, New Haven & Hartford Railroad on June 12, 1913, 31 were of all-steel construction, the balance being constructed of

wood. Out of this total of 2,288 cars, 33 were built between 1862 and 1871; 138 were built in the decade ending in 1881; 744 in the decade ending in 1891; 311 in the decade ending in 1901; 930 in the decade ending in 1911; 89 in the year 1912, and 3 in 1913, while as to the remaining 40 cars, all old and used chiefly as work cars, no record of the year of their construction was available. Mr. Wildin further stated that the average life of a wooden car in modern passenger service should be from 25 to 30 years, provided it was kept in good repair. With reference to the Pullman cars in use on this road, Mr. Wildin showed the total number of such cars in service to have been 236, of which 24 were of all-steel construction, 57 had steel underframes, while the remaining 155 were of wooden construction. These wooden Pullman cars composed a part of the equipment owned by the New York, New Haven & Hartford Railroad at the time it turned over its parlor and sleeping car business to the Pullman Co. in February of this year. The parlor car Skylark was never owned by the New Haven Railroad, however, having been sent over its lines by the Pullman Co.

Clinton L. Bardo, general manager of this railroad, stated that when he came with the property February 15, 1913, "the forces were in many respects disorganized. The train service was bad, and things generally were out of gear;" he at once took up with employees and with division superintendents safety conditions and the question of safety in train operation; and on the Monday before this accident he had a conference with the general committee of enginemen and "discussed practically that whole afternoon the whole question of safety, in an effort to find what had crept into our engineers and some of our forces employed on trains."

While graphically describing conditions on this railroad in his own terms to be such that "things generally were out of gear," he deprecated "this milk-and-water investigation that we get" and "the newspaper articles which have been published in connection with this investigation," and sought by general reference to organizations of employees to palliate conditions and to relieve the management from its responsibility for existing conditions.

As to the effort to place blame for this accident upon the enginemen's working agreement with this railroad, attention is called to the rules laid down in that agreement:

Rule 1 of article 9: Spare engineers shall be run first in and first out so far as it is possible with the requirements of the service, and when engineers are assigned to temporary vacancies they shall remain on same, provided they are competent, until the regular engineer returns. They shall receive rates of regular engineers while on the road.

Rule 1, as amended, exception C: No engineer who has less than one year's roster rating as an engineer shall be allowed to run through passenger trains.

This rule has two plain and definite exceptions:

- (1) "So far as it is possible with the requirements of the service," and
- (2) "Provided they are competent."

Primarily the determination of (1) "the requirements of the service" and (2) "competency" of engineers is for the management of the railroad.

The most important requirement of the service is the safety requirement.

In this case it is shown that no reliable or effective system was in operation for the determination of the safety requirements of the service in the selection of an engineman for a particular service or for the determination of the competency of an engineman when he was first given a high speed passenger train.

The neglect of precautions for safety was here a neglect upon points which the enginemen's agreement left open to the management.

The mere absence of demerit marks while in freight service was considered a good record, sufficiently determined, to justify employment on fast passenger trains, a class of service requiring the highest degree of qualification. No determination of special qualification for higher grade of service was made.

The agreement with the enginemen in no manner restricts examination or competency tests on the part of the management.

The absence of all competency tests of this engineman is a matter for which the management is solely responsible.

His good judgment in bringing an express passenger train to a stop ought not to have been tried out at the risk of passengers' lives.

When, in handling a first-class passenger train, this engineman on his first trip went by a station and reported that it was due to the brakes being no good, it is strange that no one in authority then saw any necessity for a test, either of the man or the brakes, before he was again sent out in the same line of service.

The general manager, however, reached the conclusion that "there was no suspicion that he was not in all respects capable" when this engineman was assigned to this high-class train. This conclusion was in no respect justified by the facts.

Even though Dougherty's work in other grades of service was satisfactory, the absence of any supervision or tests for a work in which his failure was so complete and disastrous can not be evaded by the officials of this railroad. The safety of the public requires that these officials shall take all reasonable precautions by test and supervision to know that such men have the positive qualifications of good judgment and knowledge of their duty.

Other railroads have rules providing safeguards in this respect, as was shown by the testimony of the railroad experts.

The general manager said that the judgment of the engineman "was bad, unjustifiably bad;" and after describing his version of Dougherty's handling of this train, he said: "I can not conceive of any man in his right mind doing a thing of that kind."

He then stated in general terms his belief that the trouble arose from the employees' organizations and the attitude of the public, and said that "it is true of the New England railroads today; they have not much left but their corporate identity."

No organization but that of the New York, New Haven & Hartford Railroad Co. is responsible for placing a man in charge of this locomotive without tests or supervision by traveling engineers of his

qualifications and judgment for this special work. The determination of the ability, fitness, or qualifications of an engineman is the duty of the railroad itself. It was not delegated to any other organization, nor could it be so delegated. It was neither delegated nor performed. It was neglected. It was unwarrantably assumed that a man at the head of the list of spare enginemen was qualified, without any special consideration of the character of the service in which he had experience.

Something is "out of gear" on a railroad where high-class trains may be given over to an untrained engineman.

And this is true even if he is sent out on a run with the caution of his superior, "Don't let it get away from you."

Here was doubt from the man who ought to know.

It was Carroll's duty to know Dougherty's capacity, and if he had any doubt, he, as traveling engineer, should have gone with him on the engine until all doubt was dispelled. The general tone of Carroll's warning to Dougherty as he started out on this trip is a confirmation of the general manager's statement that "the forces were in many respects disorganized."

The responsibility for having a competent man with positive qualifications at a post of duty is a corporate responsibility. The fault for placing an untested man in a position fraught with danger to life is the fault of the company and its officials.

"Man failure" can only excuse the railroad and its officials where the man has been properly tested and found to possess the positive qualifications required.

No automatic working of names from a list of men who may or may not have the requisite qualifications can excuse from the duty of making reasonable effort to ascertain that the man selected is qualified.

There is no evidence which raises any doubt that for the work he has previously been engaged upon Dougherty was competent, reliable, and trustworthy. His reputation and record were good. But when he was placed in charge of a new engine attached to one of the fast passenger trains some one in authority signally failed in duty in intrusting such an engine and train to his charge without any test of his capacity for this grave responsibility.

It seems hard to realize that no practical tests were applied to such a situation on this railroad, and that there was no supervision by traveling engineers over an engineman called upon for the first time to take up a class of work calling for the highest qualifications.

This investigation discloses that there was no rule upon this subject. Mr. Bardo stated that he presumed it was a rule; that he didn't know until this investigation that it was not a hard-and-fast rule; that the rule was made by the previous general manager; that the responsibility for rules of that kind is finally with him; that he thought it was in existence in unwritten form; and when asked if he intended to make such a rule for the future he responded that he did.

It is but fair, however, to say of the present general manager that his connection with this railroad is recent and that his efforts in the promotion of safety during the short time he has

been in charge encourages the hope that he may succeed in placing it on a safer operating basis.

It appears that no instructions were given Dougherty assigning the point at which a change of power was to be made, whether at Stamford station or a point about 2,000 feet east of Stamford station, where the collision occurred.

It is claimed by the railroad that this does not have any bearing upon the cause of the collision, but such an important point ought not to have been left indefinite when a new man was in charge of the second section of this train. The second section left New Haven four minutes after the first section, which was scheduled for a five-minute stop at Stamford. The time schedule referred to "Stamford," and no instructions appeared in the case showing that the first section would stop east of Stamford for the purpose of changing power. No chance or possibility for any misunderstanding on this subject ought to have been left open. The change of power should have been at one definitely fixed place.

A train running in two sections on very nearly the same time calls for special official supervision. Especially is the position of engineman of the second section one of highest responsibility. A man for such position should be one tested by long experience and qualified by instruction of superiors for the ordeals of this special work. This was no place to try out an engineman of limited service principally on slow freights and in yard service.

Any system under which this is permissible or possible is a loose system. It is indefensible.

The whole evidence taken in connection with the knowledge we have of the requirements of railroad service justifies the following conclusions:

1. The engineman of second No. 53 did not have the special experience and instruction required for the operation of such a train.

2. The New York, New Haven & Hartford Railroad Co. had no reliable method for determining the capacity of enginemen before placing them in charge of high speed passenger trains.

3. There was negligence on the part of the corporation in putting in charge of such a train as second No. 53 an engineman inexperienced and uninstructed for this class of work.

4. This railroad has no proper system of checking work reports so as to determine whether or not defects reported on locomotives are actually repaired. This lack of supervision is dangerous and it ought not to be permitted to continue.

5. The distant signal at Stamford is too near the home signal, and should be at least 2,500 feet distant therefrom.

6. Modern steel equipment for high-speed passenger trains should be installed at the earliest possible time, as recommended in previous reports of this Commission, and legislation fixing such a time should be enacted without delay.

7. Establishment of safer and more efficient operation of this railroad is immediately necessary if congressional legislation extending the scope of governmental regulation of railroads is not to be called for and justified in the interest of public safety.

Approved by the Commission, July 7, 1913.

[SEAL.]

GEORGE B. MCGINTY, Sec.

Bro. Dougherty is Exonerated.

The charge of manslaughter against Charles J. Dougherty, engineer of the second section of the Springfield Express on the New Haven road, which ran into the first section here on June 12, causing the death of six persons, was dismissed in the City Court of Stamford, Conn., July 31.

This action was taken on the recommendation of former Prosecutor F. W. Huxford, because the Coroner exonerated the engineer from criminal responsibility.

Dougherty was arrested shortly after the accident, but was out on \$5,000 bail.—*New York Call*.

Ohio Legislation.

(House Bill No. 35.)

An Act to provide the least number of men that may be employed on switch engines, or engines engaged in switching cars, and the penalty for the violation thereof.

Be it enacted by the General Assembly of the State of Ohio:

SEC. 1. It shall be unlawful for any common carrier owning or operating an engine or locomotive used to switch cars to operate such engine or locomotive handling cars in any railroad yard or on any railroad track within the limits of this state unless, each and every such engine or locomotive, while so handling or switching such cars, shall be manned with a full crew of competent employees, which crew shall consist of at least one engineer, one fireman, one conductor, and two helpers; and no such employee shall be detailed to more than one engine at the same time or be put to any other service unless his place be filled by another competent employee, or the engine laid up while short handed, except that in case of the sudden disability of a member of such crew through sickness, accident or death the employer shall have three hours at terminals and six hours at outlying points in which to replace such member, during which time such engine may be operated short handed.

SEC. 2. That any common carrier upon conviction of the violation of this act shall be fined not less than \$100, and not more than \$5000 in the discretion of the court.

SEC. 3. That any superintendent, assistant superintendent, trainmaster, yardmaster, or any other employee having authority over the movement of any engine or locomotive who shall authorize the violation of this act, or who shall knowingly permit the violation of this act, shall upon conviction be fined not to exceed \$300 or imprisoned not to exceed 18 months or both at the discretion of the court.

SEC. 4. That all acts or parts of acts in conflict with the provisions of this act are hereby repealed.

C. L. SWAIN,

Speaker of the House of Representatives.

HUGH L. NICHOLS,
President of the Senate.

Passed April 8, 1913.

Approved April 24, 1913.

JAMES M. COX, Governor.

Filed in office of Secretary of State, April 26, 1913.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

Dozing and Dreaming.

She came in queenly splendor
With captivating smiles;
She was no vain pretender,
Out practicing her wiles;
She found me weak and weary,
Within my little room,
The dear, bewitching dearie,
She brightened up life's gloom.

The star-shine in her bright eyes
Was joyful to behold;
It sent my pulses beating,
And I again made bold,
I asked her to consider
My heart chock full of grief,
And nothing save her kisses
Could give the least relief.

"You'll have them," said my charmer,
And then she gave me one,
And in another instant
My handsome nurse was gone!
She said she would return,
But, acushla-gra-machree!
I yet in anguish mourn
For my love to come to me.

'Twas nectar then I tasted,
And when I asked for more,
My pleading was but wasted.
Although a boundless store
She had, and yet a miser
She proved dispensing bliss;
My tongue failed to advise her
To grant another kiss.

The darling sweet, I love her,
She is my heart's delight,
There's none can stand above her
Upon the road of right!
My grand-child, heaven bless her,
Is now of whom I sing,
And fondly I'll caress her
When back her way she'll wing.

SHANDY MAGUIRE

The Extra Engineer and Hired Engineer.

KANSAS CITY, MO., Aug. 10, 1913.

EDITOR JOURNAL: There is today confronting this Brotherhood a vital question that has to do with the fundamental law of political economy, i. e., the law of supply and demand. If the supply of any commodity is greater than the demand, the price received for the commodity will be small.

The large power in use today and the cessation of railway building as compared with the past decade has lessened the demand for extra locomotive engineers except for a few months each year.

When this temporary increase in business takes place the railway companies promote some of their firemen to the position of extra engineer and, unless there is an idle engineer living at the division point the local and general chairmen, in many cases, make no effort to have an engineer sent them through the Grand Office, although their contract calls for 50 per cent of the engineers to be hired. By sitting still and making no effort to maintain their percentage of hired men they are allowing the railway company to increase the supply, and thereby have one more club to hold over their heads when they ask for an increase in pay; also some deserving Brother who has his name registered with our First Grand Engineer is cleaning fires for \$1.75 a day and wondering why business does not pick up, and he is also paying the same amount of dues that the local chairman is paying.

Business increases and depressions occur at different times in different parts of the country, and if the secretaries of Divisions will list all worthy Brothers out of employment with the First Grand Engineer, and then all local and general chairmen see to it that when under their contract the company is due to hire a man, wire the F. G. E. and have a deserving Brother on the ground to be hired, we will thereby keep the supply that much less. If this is followed and the proper co-operation established between the F. G. E. Division secretaries and the local and general chairmen we will be able to supply almost continuous employment

for all of our Brothers, and in so doing we will be giving the Brothers the protection and assistance so justly due them from the organization, and will at the same time curtail the overproduction of engineers. I consider this question of vital importance, for the reason that 40 per cent of our total membership is composed of extra engineers, and if the present system of making engineers, and the lack of system of securing employment for those laid off on account of temporary depression in business continues for a few years, we will have enough idle engineers to replace all the men working, which condition would greatly please the railway companies, for after properly starving the engineers who are out of employment, they would then feel justified in refusing to treat with the working Brothers except to reduce their pay.

Now, Chairmen and Brothers, think this over and let your thoughts bear fruit by securing employment for some worthy Brother.

Fraternally,

LON B. SWEARINGEN, Div. 824.

The Journal of 1871.

LOUISVILLE, KY., AUG. 2, 1913.

EDITOR JOURNAL: After reading and thoroughly enjoying the August JOURNAL of 1913, I was forced to compare it with the August B. of L. E. JOURNAL of 1871, 42 years ago, and note the vast difference. I prize it very highly and if you or the Grand Division do not have one I will mail it to you. It is Volume V, No. 8, and only shows two Grand Officers, Chas. Wilson, G. C. E., and C. Fellows, F. G. A. E., with office at 76 Frankfort street, Cleveland, O. It shows only 133 Divisions in the directory as against 837 in the present directory. The advertisements in it are genuine curios. It shows our noble and departed Grand Chief, P. M. Arthur, as F. A. E. of Div. 46, Albany, N. Y. The expulsion list shows three expulsions; one from Div. 126 for burning his engine. The Grand Division expenses for June, 1871, are the greatest ever and are as follows:

Box of nails, 55c.; 1 broom, 25c.; steel pens, 25c.; postage and postage stamps,

\$3.08; gas bill for May, 1871, 80c.; box of matches, 10c.; paper wrappers, \$2.16; envelopes, \$3.48; mucilage, 20c.; cleaning office, \$1.25; Cleveland *Herald*, \$1.00; Railway Guide, 30c.; charter boxes, \$2.40; twine, \$1.81; lead pencils, 50c.; 1 box, 25c.; office rent for June, \$16.67; salary of G. C. E. for June, \$150.00; salary of F. G. A. E., \$125.00.

These are some expenses as compared with our present magnificent offices and building today.

There are a number of letters from the dear old Brothers, many of which would be good reading and good sound advice today. The one which I think shows the deepest thought, as it gives us a glimpse in that time of the B. of L. E. as it is today, is written by Brother John Lovejoy, Div. 13.

The good old Brothers address the Grand Chief as Esquire. I prize this JOURNAL very highly.

Yours fraternally,
J. L. GRIGGS, Div. 165,
2626 Bank street.

A Voice From the Canal Zone.

GATUN, C. Z., July 8, 1913.

EDITOR JOURNAL: It has been a long time since I have seen anything in our JOURNAL contributed from the Canal Zone, and I attribute it to our Brothers being so very busy (?) helping our worthy colonel to make good his prediction that the water will be turned into Culebra Cut in October, and if nothing unforeseen occurs, it will be.

We held our fifth Sunday meeting in Cristobal on the 29th and one instance which occurred to mark it as memorable was a communication from Bro. Lon Swearingen, chairman of the Kansas City union meeting board. The Kansas City Brothers are to be congratulated on the wisdom of their choice of a leader. Brother Swearingen was with us here on the Canal Zone for several years, and it is to his loyalty and natural attributes as a leader that the engineers received their last raise from \$180 to \$210 per month, which occurred in 1907, and from the expressions of those Brothers who knew him personally will say that Brother

Swearingen has some warm friends on the Isthmus. Of those who were here during Brother Swearingen's stay a few still remain.

The time is not very far distant when a great many of us are going to be given our ticket of leave, and then those who are so unfortunate will have to look for a short extra board in some locality. Let us hope they will find one. So, Brothers, if you meet a wanderer or two from Panama in the near future, extend the hand of goodfellowship and help him on his journey, for he has been faithful, and as our honorable Ex-President Roosevelt has spoken, "stayed put" till the job was completed, and it is to be sincerely hoped that places can be found for those Brothers who have to strike out for pastures new.

Our rainy season is on, and except for a few new slides which are being taken care of will say that the work goes on just the same as in the dry season.

Hoping that the Brothers in the Kansas City district accord to their chairman the support he deserves, I remain

Yours fraternally,
A. H. BEARUP, Div. 756.

Hawaii the Paradise of the Pacific.

HONOLULU, T. H., July 22, 1913.

EDITOR JOURNAL: In reference to your letter from Bro. S. N. Ware, Div. 103, in July JOURNAL, while Brother Ware does not think much of working and living conditions in Cuba, still, I think he is inclined to exaggerate a little about his roses blooming all the year, 80 degrees in the shade, and so forth.

Just to remind Brother Ware that there was never a place that could compare with Hawaii for railroading would say that we have none of the disadvantages that he speaks about. On the contrary, the company supplies good bunk houses with comfortable beds free. You can get good meals from 15 cents up. Very seldom work overtime. Paid by the month, sick or well. Climate almost the same all the year, healthful as any part of the world, with pleasant trade winds always blowing. A place to come to in summer to keep cool and in winter to

keep warm. Dreamy palms hanging their heads by the coral shore. Hawaii, the paradise of the Pacific and of the world. Aloha O. E. (Farewell to thee, in Kanaka.)

Fraternally,
GEO. C. YEO, Div. 479.

Criminal Law Applied to Locomotive Engineers.

PRINCETON, IND., June 20, 1913.

EDITOR JOURNAL: I have before me the digest of "Criminal Law Applicable to the Locomotive Engineer," compiled by Bro. T. J. Hoskins of Knoxville, Tenn., and as Brother Stone says, we are to be congratulated on having within our ranks a character so energetic, studious and capable of research of this kind. This also demonstrates his worth for higher responsibilities. He is not only to be congratulated for his energy, etc., but his fearless manner in compiling data and placing it before the public in championing our many causes along the general lines he has chosen and aspired to follow.

While the digest is of inestimable value as knowledge of the engineers' responsibilities, yet, using a borrowed maxim, "The only remedy for grief is action;" then let us look forward more to his comments on the remedy in curing the future progress of the disease that has permeated the profession of locomotive engineering through the administration of unjust laws which have been brought about, not so much through any intention of imposing unjust liabilities on the engineer, but mostly because, in the past, we have lacked that intelligence and stamina which is, as it were, sprouting and budding forth in our organization more today than at any time previous in its history in defending us against the ignorance of our profession that has been displayed in the past by our law-making bodies.

Being a student of law myself, I can fully appreciate the digest and wish that each member of our organization could read it. Not so much for the knowledge of what has been done and what has occurred in the past, but what might be accomplished in the future by the support, encouragement and influence from

each individual member to such defenders of our cause as Brother Hoskins.

Using the first few words of Brother Hoskins's suggested remedy—except constructing a different sentence—shows the attitude of our law-making bodies in the past and, to a great extent, the present: "It is clear that the tendency of many of the statutes involving the engineer criminally is toward a policy of legislative hysteria without a knowledge of the responsibilities placed upon him (the engineer)." The truth of this is very apparent and his digest contains references to many such laws of recent origin.

Quoting the last two lines of his suggested remedy, I wish to change the subject of my article to that of the JOURNAL. "The remedy lies in having the public understand us and the many vicissitudes of our calling." Then, this brings out the question, how are we to communicate our ideas to the public? I would say, become well informed ourselves and the public will know our wants, and our only way to become properly informed upon all things of public interest is through the columns of our JOURNAL. What literature is sent to Divisions does not reach more than 10 per cent of our men.

I understand Brother Stone is making valuable talks, when opportunity presents itself, to members of the organization on the necessity of living up to all rules as one of the very best assets of securing, in many ways, justice from discipline. The practicability of this may be questioned when you add "and handle present freight and passenger traffic in the same manner it is now being handled." However, the truth of the assertion stands out prominently. There may be a few roads that men have been educated to carry out all rules literally, but comparatively few; and I venture to say here, that more engineers are daily gambling with their positions than any class of profession of men in existence.

Many of us cannot have the pleasure and advantages of hearing our Grand Chief or his assistants. As an illustration of this, Division 343 has had one visit from a Grand Officer since May 3, 1907—one

Grand Officer in a little over six years—and a Division of about 130 members. I trust, though, it is to our credit that we have not needed them, unless socially, but I am sure their services are needed where business is continually calling them and we are proud to know we are not keeping them from their business calls.

Referring to the JOURNAL as a power of publicity, and the facts that I have mentioned regarding rules of railroads and the responsibility of the engineer in carrying out their meaning, I especially request that our Editor allow this space in the JOURNAL so that we may satisfy ourselves whether or not these ideas are only individual fancies, and whether or not other Brothers hold the same views.

Yours fraternally,

T. J. MULLEN, Div. 343.

Bros. Wm. Smith and E. L. Haff, Div. 286.

ELKHART, IND., AUG. 4, 1913.

EDITOR JOURNAL: Inclosed you will find a photograph of Brothers Wm. Smith and E. L. Haff, the second and third members of Div. 286, who received the honor of wearing the badge of honorary membership in the Grand Division.

Brother Smith was initiated into Div. 12, Fort Wayne, Ind., in 1872; was transferred to Grand Rapids, Mich., later. In the few years following the '77 troubles when the Division, along with many others, surrendered its charter, Brother Smith transferred to Div. 168, at Ionia, and later had to go to Detroit.

In 1885 when Div. 286 was inaugurated at Grand Rapids, Brother Smith withdrew from Div. 1, at Detroit, and was again a member of his home town Division.

During all these years Brother Smith has been a faithful, conscientious Brotherhood man. His face has always been a familiar one at the meetings and he has ever been found willing to act in any capacity in Division work where his services were required. No greater good can be said of him than that he has *always been a man*. We all wish for him many more years of a happy, healthful life.

Brother E. L. Haff was initiated into

Div. 2 while still at Marshall, Mich. The exact date he has forgotten, but thinks it was either in 1870 or 1871.

Brother Haff was one of the victims of tyrant Edgerley's management of the locomotive department of the Michigan Central.

Brother Haff had worked himself to a first-class run on the Central and had earned it, and it was a bitter pill for him to swallow when told he could withdraw from the Brotherhood or resign his position with the company. But he was made of the stuff that has made our Brotherhood, and would not sacrifice his manhood. He remained a member of Div. 2 until Div. 286 was established in 1885.

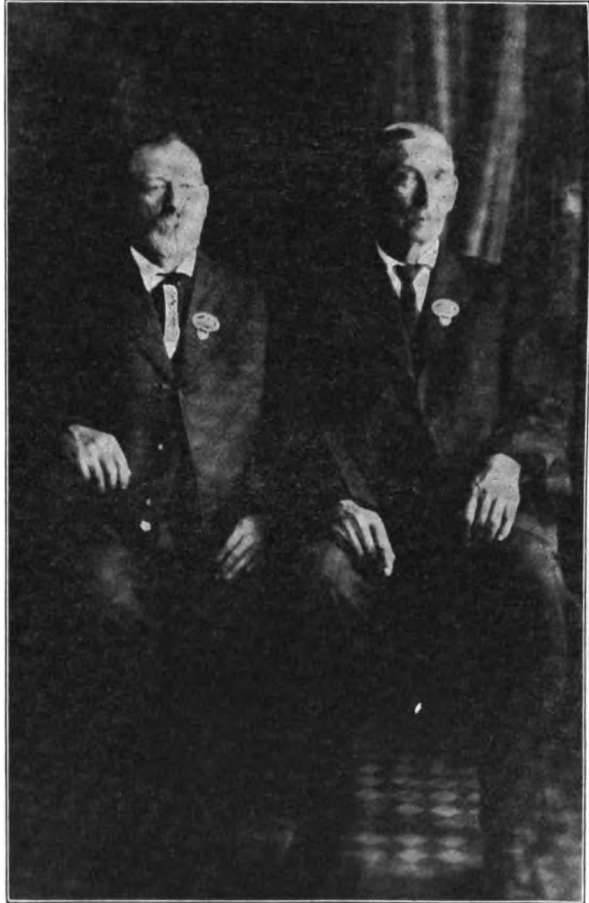
Both of these respected Brothers are now pensioners from the Grand Rapids and Indiana system.

It will always be a pleasure for the younger members of our Division to have these honored Brothers meet with us as often as possible.

Our Chief, Bro. O. O. Andrews, says nothing ever pleased him more than having the authority to pin the badge of honorable membership upon the coat of Brother Smith.

Brother Smith and Brother J. M. Bixby, now deceased, were the only B. of L. E. members on the Northern division of the G. R. & I. when Brother Andrews wanted a petition signed to join Div. 1 at Detroit, in 1881. Brothers Smith and Bixby gave him their names and he was obliged to go to "Hank" Montroy on the D. & M. for the third signature. Hence, Brother Andrews' delight at the privilege of placing the badge of honor upon Brother Smith.

Fraternally,
J. W. READING, Div. 286.



BRO. WM. SMITH AND BRO. E. L. HAFF, DIV. 286.

Bro. Enoch Bown, Div. 679.

BRIDGEBURG, ONT., CAN., AUG. 4, 1913.

EDITOR JOURNAL: Bro. Enoch Bown, a member of Div. 679, has a record of service as an engineer exceeded by few men living.

He is an Englishman by birth; born in England on October 14, 1826, and in 1840, when railroads were of small proportions, Brother Bown, 14 years old, secured a position as helper on the old London & Birmingham, now part of the London & Northwestern. He worked at plate laying, known as working on the section in this country. Three years later he worked as an apprentice in a machinshop and in 1845 became a fireman on the London & Birmingham, and,

being attentive in all his duties, was promoted to the position of engineer in 1847. He joined the Footboard, an English organization of engineers, in 1848.

In 1854, feeling a desire to cast his lot with the western world, he moved to Canada and secured a position with the old Great Western and ran an engine called the "Rhinoceros," between Windsor and Niagara Falls, without cab,



BRO. ENOCH BOWN, DIV. 679.

fall and winter. He also ran on the Buffalo & Lake Huron.

These lines have since been improved and acquired by the Grand Trunk.

His familiarity with the iron steeds which had been his life's companions brought about his appointment in 1872 to foreman of engines of the Grand Trunk Lines, a position he held for a quarter of a century and until he was 71 years old and ready for retirement. But he liked work, and as he had raised a large family, when retired he found he was not wealthy and decided to still work and secured a position operating the dummy car on the International Bridge, where for eight years this fine looking, gray-whiskered engineer was daily seen at his post.

On January 1, 1905, he closed his labors and now lives a quiet life among his friends and neighbors.

With all the years of hard work through which he has passed, with all the worries and hazards of an engineer's life, scarcely a wrinkle has come to mar his splendid features and only a slight incline to his shoulders marks his age.

His wife lives with him in their pretty country village home in quaint old Amigari.

He joined Div. 68 in December, 1869, and has continued his membership through all the vicissitudes of the Order.

When the new Division 679 was organized, it being nearer to him, he withdrew from Div. 68 and joined Div. 679, and in spite of his years, he is one of its most interested members.

Brother Bown and his good wife celebrated their golden wedding in 1902.

On his retirement he was made an honorary member of Div. 679 and has received his honorary badge from the B. of L. E.

He has a record of a long, eventful service, and a worthy life. May they still be with us many years in health and happiness. Yours fraternally,

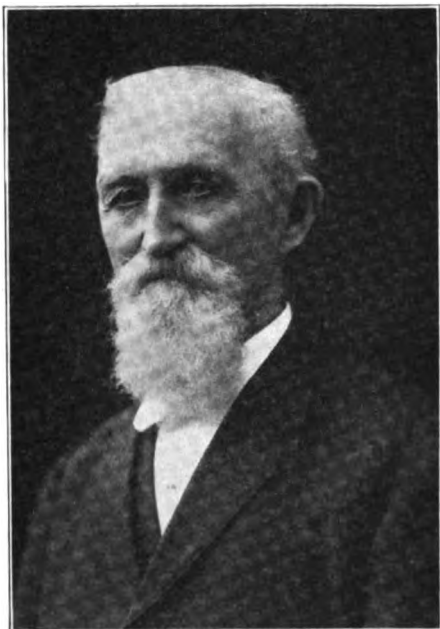
M. R. HARVEY, S.-T. Div. 679.

Bro. Jesse Goodacre, Div. 45.

PHILADELPHIA, PA., July 22, 1913.

EDITOR JOURNAL: Bro. Jesse Goodacre has many friends here and elsewhere who would like to see his picture in the JOURNAL.

Brother Goodacre was born April 1, 1843, in Little Britain township, Lancaster county, Pa. He was raised on a farm and received a fair common school education. He entered the service of the United States as an army nurse in 1862 and served until 1863, when he was discharged on account of physical disability, but soon after entered the service of the P. R. R. as brakeman on the Pittsburgh division. Thinking the best opportunities were on the locomotive, he went firing there in May, 1864. Sometime thereafter he quit and returned to his old home where he remained until 1867, when he re-entered the service of



BRO. JESSE GOODACRE, DIV. 45.

the P. R. R. on the Philadelphia division and served in various capacities till May, 1871, when he again went firing and continued in that capacity until promoted to engineer on April 2, 1875.

He joined the B. of L. E. in 1877. Ran through freight to August 23, 1884, when he was promoted to passenger engineer. Served continuously in that capacity until April 30, 1913, when he was retired by the age limit and placed on the pension roll of the P. R. R. He has been very successful as an engineer, never having been injured, nor was there ever a passenger killed or injured on any train he ran.

He joined Div. 104 April 21, 1877, and transferred to Div. 45 May 11, 1893, where he still holds membership.

Brother Goodacre is hale and hearty and would be good for many more years of service if there had been no age limit. He resides at 1631 North 52nd street, Philadelphia, where he will at all times be pleased to see or hear from his friends who all join in wishing the Brother many more years of life in which to enjoy his well-merited rest.

Fraternally,

J. K., Div. 45.

Bro. J. S. Glenn, Honorary Member G. I. D.

HUNTINGTON, IND., Aug. 8, 1913.

EDITOR JOURNAL: The subject of this short sketch, Bro. John S. Glenn, was born in Morgan county, O., February 29, 1844. At the age of 16 years he secured employment as a fireman on the Pittsburgh, Fort Wayne & Chicago Railroad, where he remained until 1863, when he entered the service of his country, enlisting with Co. K, 88th Ohio Volunteers, where he remained until the close of the war.

Brother Glenn was a member of the bodyguard of President Lincoln while lying in state in Columbus, O.

After the war Brother Glenn returned to the P., Ft. W. & C. R. R., remaining with this road and Kansas Pacific R. R. until 1873, when he went to the Wabash R. R. and ran there until 1887, when he was elected clerk of Huntington county, Ind., and filled this office four years. Leaving this office, he was selected as Secretary-Treasurer of a large printing and publishing establishment in Huntington, Ind.

In 1907 he was appointed Postmaster



BRO. J. S. GLENN, DIV. 221.

of Huntington, Ind., and filled this position for four years.

Brother Glenn is still active in life, being a director in the First National Bank of Huntington.

He applied for honorary membership in the G. I. D., which request was granted and badge received. To commemorate the event a goodly number of the members assembled at the regular meeting August 3, and Bro. E. S. Blocker, Acting Chief Engineer, in a neat speech, presented Brother Glenn with this badge. Brother Glenn responded feelingly with a few well-chosen words. Refreshments were served, after which a smoker was indulged in with a general good time. Invitations were sent out for the occasion and some of the members traveled 500 miles and more to be present.

There are not many members of the B. of L. E. who have had as few birthdays as Brother Glenn and be as old in years as he. Next year he will be 70 years old and will have had but 16 birthdays. At one time he did not have a birthday for eight years.

Brother Glenn has always been active in the B. of L. E. and we all wish that he will live to observe more than one birthday.

Fraternally,
S.-T. Div. 221.

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Bro. Geo. W. Sturmer, Div. 353.

PHILADELPHIA, PA., July 20, 1913.

EDITOR JOURNAL: The accompanying picture is that of Bro. Geo. W. Sturmer, who is now special representative to the general manager of the Baltimore & Ohio Railroad.

In 1886 Brother Sturmer, with the assistance of Div. 51, helped to organize Geo. W. Childs Div. 353, B. of L. E., the only labor organization holding his name by his request and permission.

At the time of organizing 353 Brother Sturmer was chosen the first F. A. E.

Since the building of the Philadelphia division of the Baltimore & Ohio Railroad Brother Sturmer has become quite a politician. In the past political campaigns he has been from one end of the

state of Pennsylvania to the other, making political speeches for the benefit of the Republican party; being also one of the committee selected by the railroad company to protest against the Hepburn Rate Bill which would have deprived the railroad employees of free transportation, the committee winning after twenty-nine days.

He was also a member of the Hamilton Lodge 274, F. and A. M., and active in the organization of Lodge No. 54,



BRO. GEO. W. STURMER, DIV. 353.

Loyal Order of Moose, which has a membership of about 13,000.

He has been the organizer of the Locomotive Engineers' Board for cab convenience on new and overhauled power.

He is a member of the general safety committee of employees, and we feel that the company has made no mistake in his appointment as special representative to the management, and that he may bring about a better and closer feeling between the management and the employees.

May God speed him in his work!

Fraternally,
G. W. C.

Bro. G. M. Dana, Honorary Member G. I. D.

LOS ANGELES, CAL., July 15, 1913.

EDITOR JOURNAL: Bro. G. M. Dana was presented with his honorary badge September 6, 1912. The members of G. I. A. Div. 104 gave a social evening in his honor, which brought out the following biography written by himself as follows, which I hope to see published.

Fraternally,

J. J. NORTON, I. S. Div. 5.



BRO. GEO. M. DANA, DIV. 5.

My first experience in railroad work was with the Racine & Mississippi Railroad at Racine, Wis. I started work September 4, 1863, helping the fireman clean brass, and there was plenty of it on engines in those days; two brass domes, steam chests, cylinder bands, bead on footboard, headlight board, flagstuffs, brackets, check casing, branch pipes, chambers for pumps—all brass. Engines were named and the letters of name were brass. Not much brass in cab—three or four gauge cocks, two heater cocks and steam gauge. Some of the engines had brass clocks, pictures in cab, looking glass, the frame of which was brass. Lubricators and injectors were not invented at that time.

The locomotives were mostly Rogers, 30 or 35 tons, 16 x 22 cylinders, 120 pounds steam, wood burners, and they would burn 10 and 12 cords of wood, stove length (that is four feet cut twice), going from Racine, Wis., to Freeport, Ill., distance 103 miles on way freight run. The engines were beauties. They had landscape paintings on side of tank, portraits on sand dome and headlight, with plenty of gold leaf on red drivers and other places where it would make a fine showing. Each engine had a wiper who was allowed one pound of waste and one pound of rags and 12 hours to put his engine in such presentable shape that when he had completed his task and the fireman had finished his part you could have invited your lady friends on the engine without fear they would get their skirts soiled.

Each engineer owned the engine he ran. If he was off duty one or two trips his engine was out of service until his return to resume his run.

The wages paid at that time were \$75 per month for engineers, while the fireman's name was privileged to appear on the payroll for the princely sum of \$35 per month.

The duties of firemen at that time were of an arduous nature. Not only were they expected to give their attention to the steam gauge, but to also assist the brakeman in holding when switching by giving their undivided attention to the tank brake, as the reverse lever was not at that time used to hold the cars. The engines would be out of back shop three years.

The company was sufficiently appreciative of my services to put me on as extra fireman in the fall of 1863.

I believe it was in January, 1864, I was firing the night express one morning. It was snowing and we received orders at Elkhorn, Wis., to take siding and hold for snow-plow. After putting train on sidetrack engineer said, "Cut off. Have to pump up." Conductor got on engine and suggested we go up and see how snow was. It did not take us long to find out how the snow was. When we stopped after striking snow we could not get out. The engine stayed there four days one

mile east of switch. I never learned what was said to the engineer and conductor for not obeying orders.

During the summer of 1866 was promoted to engineer. Was running a switch engine at Savanna, Ill., on the banks of the Mississippi river. The usual depression in business following the fall rush meant go back firing or lay off until business called for more engines.

I returned to firing that winter. In the fall of 1867, was assigned to a small engine called the "Tiger," a V hook, three notches in quadrant, go-ahead center and back-up full stroke all the time. I pulled the gravel train out of Burlington, Wis., laying the first fish-plate steel in that locality. Our train consisted of six flat cars—three in pit unloading while we were out unloading the other three.

On January 18, 1868, I was made a member of Div. 27, B. of L. E., at Racine, Wis., and have been a member in good standing of this organization continuously since that time. Was F. A. E. for several years and C. E. and delegate to the Louisville Convention in October, 1882. There were 187 Divisions represented at this convention. Div. 200, at Savanna, Ill., was granted a charter at this convention.

During the spring of 1873 I was advanced to passenger service on the night express. Was on that run for 11 years.

In the fall of 1884, I had an accident which caused my discharge. I soon secured a position on the Chicago & Northwestern Railroad at Boone, Ia., under Joseph Cockfield, master mechanic. I remained at Boone from 1885 to the fall of 1888, when I was advised by the doctors to go to California on account of my daughter's health. We located at Santa Rosa, where I secured a position running a stationary in a planing-mill. I remained there until the fall of 1891, when I wrote to Joseph Cockfield who had been advanced to master mechanic of the Iowa division at Clinton, Ia. I soon received a reply which stated "I have a place for you."

I ran out of Clinton from October, 1891, to July, 1892, when I received a letter from my wife stating that we had

to make a change on account of our daughter. I returned to Santa Rosa and moved from there to Los Angeles, which proved to be of great benefit to myself and family, as my daughter regained her health and I secured a position and went to work October 10, 1892, for the Southern Pacific Company running a locomotive out of Los Angeles.

Am running at the present time out of Santa Ana, a passenger train, 33 miles to Los Angeles, two trips daily, which I hope will last until March 2, 1916, when I will have to get down and out, as I will be 70 years on earth and 53 years rail-roading.

I have been a member of the B. of L. E. 45 years the 18th of last January. I was a member of Div. 6 at Boone, Ia., while running out of Boone, and of Div. 125, at Clinton Ia., when located there. I have been a member of Div. 5 at Los Angeles for over 20 years. Last fall I was located at Colton, 58 miles from Los Angeles, running passenger between Riverside and San Bernardino, when I received a letter from Chief Engineer Martin requesting my presence at the Division room on September 6, 1912, at which time I was presented with a handsome gold badge from the Grand Office, making me an honorary member of the B. of L. E., of which I am justly proud and take great pleasure in wearing and exhibiting this much-appreciated token from the Grand Office and Div. 5.

Faternally, GEO. M. DANA.

Reminiscent.

BY J. W. READING.

It was 32 years ago this month (August) that I emigrated from the northern boundary of these United States to the southern jumping off place—from Fargo, N. D., to Galveston, Tex.

For the five months previous to my departure for the South I had been chasing a Baldwin mogul over the prairies between Fargo and Bismarck, and I cannot remember at this time that there was anything agreeable about my work, nothing to make me fall in love with my job.

The Northern Pacific management insisted that the engines on the Dakota division should burn the lignite or what we termed "Baby Mine coal," found in great quantities in the "bad lands" of the extreme western portion of State named. We got one bucket of good coal to every two of the lignite, and the two together made a combination that made the "plug pullers" awfully homesick.

Not only did the coal bring its burdens, but the water was awful; the alkali could have been chopped out. It was grief from start to finish. The division was about 196 miles long and it was absolutely necessary to change the water five or six times in going over the division, which was done by opening blow-off cocks and working both injectors while descending long grades or while waiting at stations.

That 196 miles I thought the most lonesome strip of earth on this old Universe.

Valley City and Jamestown were the only villages worthy of the name. The sidings were all numbered and houses built for the trackmen were about the only habitations to relieve the miles and miles of prairie grass ornamented here and there by a bunch of buffalo bones.

For 11 years previous to my employment by the N. P. Co. I had been railroading where people lived and it was such a radical change from a life where hustle and bustle was the rule to a land where silence reigned supreme that the change got on my nerves dreadfully and had it not been for the time that my mind was occupied in trying to wear out the lignite and improving the smell and decreasing the density of the water, I could not have remained in that country as long I did.

I had written to a friend in the Southland telling him how dissatisfied I was, and was agreeably surprised to get an early answer advising me to come South at once.

The nights in South Dakota were beginning to get quite cool when I left and I had added a little weight to my underwear. I did not make any change in the weight of my raiment during the journey south and when I landed in Galveston

the natives spotted me in short order as being a product of the Arctic Zone.

The male citizens of the Gulf city were sporting cotton trousers and shirts, straw hats and umbrellas. The females of the city seemed to be equally as lightly clothed. Just what they were wearing I never really knew, and I did not have the nerve to investigate.

It certainly was a change for me. I had never been south of the Ohio river, and modes, methods and manner of conversation were so radically different that I felt as if I had landed on foreign soil. I was not compelled to wait long before getting employment and the first trip convinced me that I had one of those proverbial cases of "jumping from the frying pan into the fire."

The Gulf, Colorado & Santa Fe engines were burning wood—wood cut green and hauled to the track here and there. It was a fright trying to get steam anywhere else but in the firebox. We worried along for a time with the greater portion of our fuel fresh from the tree. Then we got a change. The company bought a lot of slack coal. This stuff had been used as ballast in ships without cargoes sailing from foreign ports. Only those enginemen who have tried to burn slack are fitted to describe the merits and demerits of the stuff.

The most that I have said about it was at the time I was trying to use it. The language was always more forcible than elegant.

In North Dakota the animal life consisted principally of gophers. Wild ducks, geese and plover were numerous where there happened to be water. As for insect life, the mosquito was king.

In the Southland the mosquito was also king, with the advantage of perpetuating his species every month in the year, while in North Dakota they hardly live long enough to get acquainted with each other.

At the time I was in Dixie the animal life consisted principally of the Texas steer, which was a thing that was one-third animal and two-thirds horns, and had some resemblance to a "critter" that we "Michiganders" call a cow. The principal inhabitants over the plains

were called "cowboys." I suppose they were given that name because they were in charge of animals that looked something like a cow. "Steer-boys" would have been a more appropriate cognomen for more reasons than one. Some people have been rude enough to call these fellows "cow-punchers." Another case of infringing upon a name.

These boys could manage the festive, frisky steer as long as it remained in a saddle strapped to a real live Texas pony. On the ground it was a tree or go out of business. In the village the cowboy steered straight for the saloon, and on these occasions it often became necessary for the saloonkeeper to steer for the back yard, climb into a chimney or down a well.

Sitting in the depot at Sealy one afternoon, trying to dig "Old Zip Coon" from an ancient fiddle that someone had loaned me, five or six of these natives of plains strolled in. They seemed delighted with the noise I was producing and the more anxious I became to cease my efforts the more enthusiastic my audience became, and it ended by the "bunch" steering me straight for a saloon. Never in my life had I met so liberal a gang. When I tried to make a sneak they would nail me before I could get out of the "joint." They steered so many beers over my way that when I did get away from them I was in need of a compass to steer me toward my boarding house.

I did not drink because I really wanted or needed it. I knew enough of those fellows to know that it was a case of "when you are with the Romans you must do as the Romans do."

I have a clipping taken from the *Texas Siftings* in that winter of 1881-2 which gives a most humorous description of the cowboy and his calling, which is in part as follows:

"Although the cowboy is a cowcatcher, he does not ride on railway trains when he catches cows, but on the back of a pony. The cowcatcher on the locomotive is an entirely different sort of an institution, but it is just as careless about whose cattle it picks up as the cowcatcher on the pony is said to be. When the cowcatcher on wheels picks up a cow or a yearling the railway company has to pay three or four times its value, but when the cowboy comes across a stray maverick it is very difficult to persuade him that it did not belong to him in the first place.

"The cowboy can always be found hidden under a arge hat. The reason he wears a hat of this size is because no large ones are made. The same remark applies to his spurs, which are large enough to be mistaken for the

spurs of a mountain. We do not know why the cowboy always leaves his swallow-tail coat, stove-pipe hat and kid gloves at home when he goes out on the trail, but perhaps he is afraid he might stampede the herd if he undertook to head them off in that garb. There is one toy, however, which he never leaves at home and that is his pistol. He uses it to celebrate the Fourth of July with, and he always celebrates the great national holiday whenever he can procure the materials to celebrate with, and he is very apt to procure them if they are on the place.

"Traveling on the road without an almanac, the cowboy manages to forget what day of the month it is, so, to be sure, he celebrates the day whenever he gets to a town. If the cowboy were to cease celebrating so much his breath would not be as strong as it is. It is so strong occasionally that if he would only tie a slip-knot in the end of it he could rope and hold a steer with it."

My run was from Galveston to Sealy, a division about 100 miles in length, with not much more to relieve the monotony of the scenery than I found in North Dakota.

Jack-rabbits were as numerous as the gophers in the Northland. Deer were plenty. Coyotes could be seen occasionally, and it was a hunter's paradise as far as wild geese and ducks were concerned.

Turkey buzzards were a species of bird life that I had never gotten acquainted with. They interested me more than anything else, probably because there were so many of them; also, because of their manner in getting their "grub." Like an undertaker, they are always waiting for a death before getting busy and also like the undertaker they clean up in short order anything that is worth having. The buzzard gets everything but the hide and bones; the undertaker gets everything but the man's reputation.

The buzzard is so mixed up in the South life that it must not be passed over without some details of its various peculiarities. Here again I am going to quote from the *Texas Siftings*:

"Turkey buzzards are so numerous all over Texas that, to use the language of the Irish resident, 'If you want to find a Texas landscape without any buzzards in it you must look for it outside the State.'

"The buzzard is the ghoul of the bird family. His name is derived from the Latin *Bueto*, through the French *Busard*.

"In different countries he travels under different aliases. Distance lends enchantment to the buzzard and what he borrows from distance is about the only

agreeable quality that he can lay claim to.

"The most beautiful thing about a buzzard is his flight. It is almost as graceful as presenting an editor with a new hat on New Year's.

"The stranger from the North who sees for the first time a turkey buzzard elegantly ascend into the azure vault above by graceful curves is led to believe that the buzzard, like some of the rest of the natives, is putting on some extra touches in order to favorably impress the stranger, or else the bird is actuated by motives of personal vanity; but such is not the case. There is not a particle of public spirit or vanity about a buzzard. This bird will soar up into the sky until he is a mere speck, until he seems to be nearly as high as fresh country butter, and it will never occur to him that he has done anything worth putting into the papers. Most of the stuff sold as country butter is not worth putting in a paper either.

"Like the average member of a church choir, the buzzard cannot sing, and there is no demand for him as an article of diet.

"At short range he is found to have a red neck and face as if there was apoplexy in the family, and he is almost as homely as some of the best looking members of the Press Association.

"It has been observed that there is a strong family likeness between chronic office seekers and buzzards. Their lofty flights have the same purpose, viz.: To see where there is a good chance to provide for themselves.

"There is also very much in the average convention to remind one of the delegation of buzzards assembled about the remains of an old dead cow, or any other animal that is not strong enough to defend itself. If the number of buzzards is small and there are enough offices to satisfy the most influential delegates, then the proceedings of the convention are conducted with singular harmony and lofty courtesy, as if delegates were animated solely by an ardent desire to advance the welfare of the country.

"But there is an entirely different kind of music in the air when the animal to be divided out is small and the number of empty delegates to be provided for is large.

"We were once an eyewitness to the lack of courtesy that prevailed at a convention of that character. It was in the suburbs of a Texas city, where somebody had thrown out a dead cat to be raffled for. It was a very small cat when the number and size of the buzzards was taken into consideration. Three or four buzzards immediately undertook to secure the nomination.

One seized it by the tail and came very near getting the nomination by acclamation on the first ballot; but another buzzard, who had claims on the party, gobbled it at the other end and it became evident that a contest was unavoidable. They tugged and pulled, but all in vain. There was a deadlock in the convention. Neither candidate could command the necessary two-thirds vote. The two candidates got very red about the neck, and hopping sideways at each other, struck viciously with their wings, uttering a peculiar kind of a hiss like that of a goose. We could not, of course, understand what they said, but very likely when they craned out their necks and hissed at each other it meant, 'False to your party.' 'Where were you during the war while I was in the army?' 'You tried to bolt the convention at Dallas,' or some other unkind allusion.

"While these two candidates were squabbling as to which of them was entitled to the nomination a dark horse in the shape of an unexpected buzzard scooped down unexpectedly, and before the regular candidates could recover from their astonishment, carried off the nomination by the tail."

In the North today there are thousands of our Brothers who are as ignorant of conditions and life in the Southland as I was when I went there. It is these Northern Brothers I hope to interest in my attempts to tell of my Southern experience, and if worthy of space in the JOURNAL I will have more to say later on.

Railroad Men's Home.

HIGHLAND PARK, ILL., AUG. 1, 1913.

EDITOR JOURNAL: The following contributions were received at the Home during the month of July, 1913:

B. OF L. E. DIVISIONS.

Div.	Amt.
597.....	\$ 5 00

SUMMARY.

Grand Division, B. of L. E.....	\$2731 76
Grand Lodge B. of L. F. & E.....	1297 89
Grand Division O. R. C.....	260 08
B. of L. E. Divisions.....	5 00
O. R. C. Divisions.....	24 00
B. of L. F. & E. Lodges.....	5 00
B. of R. T. Lodges.....	2 00
Dr. C. E. Duvall, Memphis, Tenn.....	25 00
Dividend on Carhartt Stock.....	14 00
Sale of brick tags.....	2 50
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 456, B. of R. T.....	1 00
J. F. Clark, Div. 441, O. R. C.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00

Total.....\$4371 23

Respectfully submitted,
JOHN O'KEEFE, Sec. Treas. & Mgr.,
Railroad Men's Home.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 227 18th avenue, Columbus, Ohio.

Matter for the Grand President, address to MRS. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, MRS. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1509 Morse avenue North Side, Chicago, Ill.

Sometime.

Sometime, when all life's lessons have been learned,

And sun and stars forever more have set
The things for which my longing heart has yearned—

And those for whom I grieve with lashes wet—
Will flash before me out of life's dark night
And shine in heaven's deepest blue,
Then shall I see that all God did was right.

And how, what seemed so hard, was love most true.

And I shall see that while I fret and sigh

His plans are ever good and best for me
How, when I call, he heeded not my cry,

Because His wisdom to the end could see.
Then may content come to my aching heart
And prove the key, unloosing doubt and strife.
Let peace descend, this truth to me impart
That God controls the mysteries of life.

So may I trust, and say "Thy will be done."

Believing that whatever is, is surely best.

May I be brave and strong, life's fitful race to run
Bearing each sorrow He sends me as a test.
And if, through patient toil I reach the land
Where I may join my loved ones and find rest,
In that sweet "Sometime" I shall understand
And from my heart will say, "God knew the best."
MARY E. CASSELL.

Fair September.

September is not famous for historical recollections but is associated in our minds with the finest weather of the year.

In this month autumn begins, but summer does not end except in name. Summer continues during the month, and of the most delicious kind. There is a summer stillness in the air without the summer's heat.

We miss the long twilights of June, but this is compensated for by the fact that at no season are the sunsets more beautiful. Who has seen the September sun set behind the mountain top, and not marveled at its glory? Who has not gazed in rapt attention at the golden haze that settles over hill and plain, and copies the western sky with its soft and mellow radiance?

September is the harvest month, the busy month for the farmer and also the happy month, since now he begins to receive returns from his long summer labors.

No month like September for long walks, joyous romps and merry games for the young people, all in the open air, without danger of becoming overheated or taking cold. Every hour of leisure offers opportunities for enjoyment. The busy housewife takes on renewed zeal in getting the children ready for school and preparing the home for the winter. This month is a happy mean between hot and cold and indoor and outdoor, each moment has its pleasure to endear itself to every lover of fair September.

Sanitary Drinking Fountain.

The B. of L. E. and G. I. A. Divisions at St. Thomas, Ont., held a picnic in July at Pinafore Park, and presented the city with a drinking fountain. The following is a clipping from the St. Thomas paper: Acting Mayor Martin, on behalf of the

city, accepted the gift of a new sanitary drinking fountain at Pinafore Park, presented by the ladies of the Grand International Auxiliary of the Brotherhood of Locomotive Engineers.

Mrs. David Meadows, on behalf of the several Divisions of the Order, made the presentation and read the following address:

To His Worship the Mayor of the City of St. Thomas:

SIR: A year ago when all classes of citizens, individually and collectively, began to take such an active interest in making our public park a place of pleasure and beauty, the Brotherhood of Locomotive Engineers and the ladies of the Grand International Auxiliary had no desire to fall behind in the race. Many suggestions were offered as to what course should be adopted. We, after much deliberation, decided that the best form that our donation might take would be the installation of a sanitary drinking fountain to take the place of the picturesque and antique piece of iron pipe that has done faithful duty at the little spring for so many years. Owing to the delay in securing the design the work was not begun last year. However, plans were secured, and, during the winter, arrangements were made to start its erection as soon as possible this spring.

Today, sir, it is our privilege to present to you, on behalf of those who were present, the result—our donations to Pinafore Park.

Signed on behalf of Division No. 362, Mrs. David Meadows, Mrs. Donald Miller; Division No. 132, James Cain, G. Johnston; Division No. 529, W. K. Sanderson, Charles Knight; Division No. 661, Harry Buckpit, Charles Wilson.

In accepting what is undoubtedly one of the most useful presentations that could be made to Pinafore Park, the acting mayor, in a few fitting words, thanked the ladies for the interest they had shown in presenting the city with the beautiful fountain which will be greatly appreciated by the city at large for a place to quench the thirst with the purest and coolest kind of *aqua pura*, that which emanates from the soil and is

known as spring water. Alderman Poole and Alderman Johnson also spoke a few words, highly commending the ladies on their efforts to add to the convenience of the city's playground.

Jock Wilson and his pipe band were on hand and led the parade from the pavilion to the site of the new fountain, which is located just east of the street railway tracks close to the zoo, where the dedication was made.

Following this interesting event, the assemblage repaired to the pavilion, where the ladies had laid out a most sumptuous repast which was partaken of by at least 400 members of the different Divisions, including visitors from sister societies in London, Buffalo, New York, Detroit and Toronto, and was presided over by Traveling Engineer M. J. Andrews.

An executive toast list was presented, consisting of the following: "The City," ably responded to by Acting Mayor Martin, Alderman Poole and Alderman Johnson; "The Sister Lodges," acknowledged by W. Clarke, of London, and Robert Hornsby, of this city; "The Ladies' Auxiliary," brought an eloquent response from Mrs. David Meadows; and "The Brotherhood" were well and loyally remembered by W. K. Sanderson; "The Railway Company's Interests" found an able responder in Master Mechanic Webb, of the Michigan Central.

An extensive list of sports were also run off, including a baseball game, ladies' races and engineers' race. In the Ladies' Auxiliary race, Mrs. Fulton was first, Mrs. Conder second and Mrs. Coulter a close third. W. K. Sanderson won the engineers' race, with W. Burr, of London, and Arthur Arnum, of this city, second and third respectively.

Ohio State Meeting.

The sixth Ohio state meeting was held in Toledo under the auspices of the three G. I. A. Divisions located in that city on July 11, and all who attended voted it one grand success from start to finish. Grand Officers present were Sisters Cassell, Wilson and Janney. There were fourteen Presidents of Sub-

divisions, and 220 members in attendance, with 23 Divisions represented.

Exemplification of the ritual took the time of almost the entire day. Division 57, with President Topliff in the chair, and Sister Cook at the piano, presented the opening and closing form, and draping of the charter in a pleasing manner. Div. 391, with President Foley in the chair, and Musician Roberts at piano, gave installation and burial forms, with Sister Luce as Installing Officer. These forms were given almost perfectly. The forms of taking members on transfer and balloting was left for Div. 294 to exemplify, and President Webb with her officers and members, and Sister Stoddard at the piano, proved to the on-lookers that much could be made of these smaller forms, and they were given in such a beautiful and perfect manner as to elicit applause.

This is a small Division and the members certainly deserve credit for their perfect work. When the work was completed the Grand Officers gave talks for the good of the Order—Sister Cassell making a strong plea for the Orphans' Fund to such good effect that nearly every Division represented stood to pledge one dollar per member, and some have already sent in more.

She invited others to talk on the subject, and while a very few talked against it their argument was weak, while those talking for it were strong in their ideals of love and charity. We have faith to believe that the great mother heart of the G. I. A. will reach out until it comes in contact and proves a blessing to every despairing widow and orphan within its ranks. And what greater work can we do? Surely none better than this. All union meetings should give time for talks on these subjects, as much information can be given to those who have had no opportunity to have things explained thoroughly, and in consequence form erroneous opinions of the really great and good things the Order is trying to do. With a "long pull, a strong pull and a pull altogether" anything can be accomplished. Be a "hooster," but if you can't boost, don't kick.

Sister Wilson, of course, spoke on the subject of Insurance. Her remarks were full of interest, and listened to with great attention. This feature of our Order has grown until its strength is marvelous, and our young women are coming to us for the protection it offers. I believe it to be the best and cheapest Fraternal Insurance for women in the world today, and thousands would gladly take it out if the opportunity were given those outside the ranks of the G. I. A. Our Sisters should recognize this fact and consider the splendid privilege given them if they will only grasp it.

The Toledo Sisters had the ladies of the Presbyterian Church serve dinner and supper to all visitors, and the event was concluded in the evening by a complimentary moonlight ride on the lake, which was appreciated, especially by those living in inland places. Thanks and much praise was given the Toledo Sisters for their untiring efforts to make the meeting a splendid success.

Salt Lake Union Meeting.

July 1 and 2 were gala days for Div. 108 at Salt Lake City. The occasion was that of a union meeting, and the committee in charge had left nothing undone to insure success.

We had the honor of having with us our Grand President, Sister Murdock, and Sister Norton, Grand Trustee of Insurance from Los Angeles. Also twelve Presidents of Subdivisions.

Great interest was shown in the work, all seeming to appreciate the efforts of the home Division.

The first day's session was called to order by the President, Sister Seaton, who welcomed the visitors in a most gracious manner.

At the afternoon session the Grand Officers and visiting Presidents were presented with beautiful flowers as a token of our appreciating the fact that they had come so far to help make this meeting a success. In behalf of Div. 108, Sister Murdock presented Sister Seaton with a beautiful umbrella, which was a great surprise, but one that was

pleasant, and our President thanked the members in a charming manner.

In the evening a public reception was held in the Hotel Utah, which is one of the finest in the Northwest. The evening proved a happy one to all present, and the hours fairly flew on the wings of music and song.

The second day was given over to ritual work, and talks by the Grand Officers—Sister Murdock talking on the subject so dear to her heart, the Orphans' Fund. This talk was instructive, as so few of us really understood what a great work this would be for us, and what good would come out of it. Sister Norton spoke on Insurance. Her remarks were well received, and we all feel proud of Sister Norton, she being a representative of the Golden West. She is especially interested in the V. R. A. and told of its necessity and the great good this feature of our Order is doing.

The third day of the meeting was given to pleasure. A special train was in readiness to take all Brothers, Sisters and families to Ogden. Many availed themselves of this privilege to enjoy the beautiful canyon and behold the marvels of nature in the magnificent scenery en route.

It was regretted by all that our Grand President could not remain and take this trip with us, as she would have enjoyed the genuine hospitality of the Sisters of the Junction City. Sister Demson, President of Div. 239, and her members were untiring in their efforts to have all enjoy the day.

May these union meetings continue to be held, as they bring us nearer to each other. The friendly gatherings bring harmony and make us more appreciative of the benefits and pleasures derived by being members of the G. I. A.

MRS. M. T. KEARNS.

Amount of Money Contributed to Recent Flood Sufferers in Ohio and Indiana.

There was received from the Divisions by Grand Office, the entire sum of \$2,192.15, in sums ranging from \$1 to \$25, and in one instance, worthy of special mention, a small Division at Kingsville,

Tex., made a donation of \$32.80, by giving a picture show, the proceeds of which they generously donated to the relief of their suffering Sisters.

Besides the money sent to Grand Office some of the Sisters realizing the necessity of immediate help sent to Sister Cassell, Grand Vice-President at Columbus, O., for the benefit of Div. 52, the total sum of \$80; and to Div. 93, at Dayton, O., \$35; making the total sum of money paid by the Divisions to the flood victims, \$2,307.15. This amount was apportioned to the different Divisions, according to the judgment of the Grand Officers, by reports from the different Divisions of losses sustained, taking into consideration the widowed Sisters and those who had invalid husbands, who would not be able to recover from their loss, as would those who have husbands holding good positions, and able to fill them.

The Grand Office, having carefully considered the situation, as learned from reports from these Divisions, placed the fund as follows:

Div. 178, Massillon, O.....	\$ 25 00
Div. 289, Peru, Ind.....	50 00
Div. 4, Logansport, Ind.....	100 00
Div. 483, Portsmouth, O.....	150 00
Div. 128, Indianapolis, Ind.....	175 00
Div. 12, Chillicothe, O.....	300 00
Div. 370, Middleport, O.....	400 00
Div. 93, Dayton, O.....	335 00
Div. 52, Columbus, O.....	772 15

Making total receipts.....\$2,307 15

We have done the best we could to make a satisfactory division of the fund and hold the receipts from each beneficiary for their share of the donation.

We could not picture to you the horrors through which some of our Sisters passed, and those who have never had the experience can never realize how so many passed through this terrible ordeal and no lives were lost. To many, the shock of the waters raging around them will never be effaced from their memory. Many escaped with only the clothes on their back, glad to leave everything behind to save their lives and those of their children.

We want to thank each Division who so nobly responded to the call made by our Grand President, also to show you

that you have fulfilled one of the grandest obligations of our Order by your generous response to this call.

May He who tempers the wind to the shorn lambs guard over all the Sisters and keep them from a repetition of this calamity. With loving wishes for the future prosperity of all, I am,

Yours in F. L. & P.,

MRS. HARRY ST. CLAIR, Gr. Sec.

A Poor Woman's Letter.

There is talk over the country now about cheaper postage, some urging that a letter should require a one-cent stamp instead of a two-cent stamp used at this time.

Those who are in favor of the reduction, bring up an interesting incident in proof that to some people a penny makes quite a difference. A woman, calculating closely, found that she had but one cent with which to send a letter to her husband, then working in a distant town.

She got around the difficulty, however, by writing in rebus on the margin of the paper. The figures were as follows: Two girls, an awl and a well; a beggar, some coins, the numeral 4, a pot and eight capital O's. The letter read: "Children all well, want money for potatoes."

She broke no law, conveyed her thoughts and saved a penny.

The Lullaby.

I heard a savage mother crooning low
Above her babe a quaint and plaintive song;
Across the little face, slow to and fro,
She moved her dusky hand, until ere long
The Sandman came, soft-shooned, and tenderly.
With coverlet of peace. I heard, again,
A mother croon; all white and gold was she,
And through her song there crept no haunting strain
Of ancient sadness; long ago, the breeze
That rang in Babylon the temple's chime
Heard mothers sing old, tender melodies,
First sung in eyes beyond all reckoned time;
The lullabies—beneath the sweet strains
And din of ages—run their sweet refrains!

—*New York Times.*

A Convert to Suffrage.

Sometimes through fraud, sometimes through civic carelessness, immigrants,

not yet prepared for the vote, have received the suffrage. We are growing more careful; but a doubt still lingers concerning the voting capacity of the recent foreigner, and of his interest in politics when not ordered about by a "boss." It is a refreshing experience to find the political duties of the native born urged by the experienced alien.

One day last November Selma came to her mistress, who was mounted upon a chair before some closet shelves, that she had planned to clean and rearrange herself, lest the maid's work should be too heavy. Selma said that that was not necessary; she could manage very well.

"Oh, no," said Miss Blanc, kindly. "That would be too much. I always expect to help with the closets, Selma."

Selma's Finnish tongue struggled for a moment with her scanty English, and then she brought out her idea with a jerk:

"This day go wote?"

"Yes, this is election day," responded Miss Blanc. "I've noticed you studying the papers. You'll learn English fast if you read the papers every day, Selma."

"'Llection day—this day go wote?" Selma repeated.

"Yes, today people go to vote," Miss Blanc said, patiently. "Hand me my checked apron, please; it's on the table there."

Selma handed the apron.

"Go wote—when?" she inquired.

"Oh, I don't know; any time, I suppose," was the careless answer.

"You go wote?" said Selma.

"I! I go vote!" Suddenly Miss Blanc realized that Selma was a Finn and at home a voter. "No, I don't go to vote. Do I look like it?" she said, laughing, indicating her dust cap, her long apron, and her lofty perch. Selma laughed, too, and waved an amiable and comprehensive hand at the cluttered shelves.

"My yob," she explained. "You go and wote."

"I can't. I'm a woman. Women don't vote here. It isn't like Finland," she explained in turn.

"You—can't—vote?" Selma's face was a study in indignation, pity, and amazement. "In America vimmen can't vote?"

"In Massachusetts," corrected Miss Blanc; and much to her own astonishment, she added, "yet."

To a friend, she added the next day, apologetically, "I'd have said it if I'd been a downright anti, instead of the sit-on-the-fence-afraid-to-jump-either-way kind of person I am! I had to hold out hopes for the future—I simply had to, or she'd have been off to Colorado or California before I knew it. When good cooks die, marry, or strike for impossible wages, I've learned to accept the inevitable; but I simply couldn't lose a perfect treasure for lack of a possible 'wote.' Vote! I'd give her fifty votes, if I could be certain she'd elect to stay forever in our kitchen and stuff our turkeys!"—*Denver News*.

Simple Hospitality.

How much would be added to the pleasure of life if hospitality were a simpler rite, one to be celebrated more frequently and freely, and with less ostentation than is commonly found in the average household.

In most small households the guest at luncheon or dinner is rare, and the occasion one to be taken seriously.

His presence is the signal for unusual dishes, elaborate preparation and company manners, resulting more often than not in a feeling of strain on the part of the hosts which subtracts much from the really fine flavor of hospitality, and puts a quietus on the "feast of reason and flow of soul," which are, after all, the best part of any meal.

Emerson, who entertained guests of every rank and station, usually in the simplest manner, used to say of them, "They do not come to examine our food, but our life."

The greatest compliment that can be paid a guest is to ask him to share the intimate domestic side of the home. To be asked to take "pot luck" is the sincerest courtesy that can be extended.
—*Unidentified*.

Eat Their Pet Dog.

The story told by Capt. Koch, Danish explorer, of the crossing of Greenland in company with three hardy companions, shows the dangers and hardships to be encountered on the great inland ice field have not decreased since Rear Admiral Robert E. Peary and Dr. Fridtjof Nansen made their journey over a portion of the same deserted wastes.

The Danish leader and his three companions, Dr. Wagener, a German, Larsen, a sailor, and Sigurdson, a native of Iceland, were reduced in the course of their journey to eating a pet dog, the only animal left.

After landing from their ship July 24, 1912, the first mishap encountered was the loss of a number of ponies. Afterward their motorboat disappeared through the ice and they were obliged to wait until September before the ice was sufficiently thick to carry their sledges and horses. When they were ready to start, Dr. Wagener sustained a broken rib.

The expedition established winter quarters near Queen Louise land October 13.

The scarcity of fodder necessitated the slaughter of all ponies but five. During a sledging trip Capt. Koch fell 40 feet into a crevasse, breaking his right leg, which kept him helpless throughout the winter. April 20, this year, the four men broke camp and with five sleighs drawn by ponies started on their 750-mile march to the west coast.

The first 40 days violent blizzards raged. The ponies became snow blind and so exhausted that three had to be killed. Later the sun's rays tormented the travelers and burned the skin from their faces. July 12 the last pony was killed.

July 15 they tried to push to the coast, but they were so exhausted they scarcely were able to move. Finally the pet dog, which had tramped with them for 800 miles, was killed and eaten. The meal was hardly finished when the explorers sighted a sailing boat in a fiord to the east of Proeven, on the west coast of Greenland.

By means of shots and signals the explorers succeeded in attracting the attention of the vessel.—*Plain Dealer*.

Praise Your Wife.

A sunshiny husband makes a merry, beautiful home, worth having, worth working for. If a man is breezy, cheery, considerate and sympathetic, his wife sings in her heart over her puddings and her mending-basket, counts the hours until he returns at night, and renews her youth in the security she feels of his approbation and admiration. You may think it weak and childish, if you please, but it is the admired wife, who hears the words of praise and receives smiles of commendation, who is capable, discreet and executive. I have seen a timid, meek, self-distrusting little body fairly bloom into strong, self-reliant womanhood under the tonic and the cordial of companionship with her husband who really went out of his way to find occasion for showing her how fully he trusted her judgment, and how tenderly he deferred to her opinion.

In home life there should be no jar, no striving for place, no insisting on prerogatives or division of interest. The husband and the wife are each the complement of the other. And it is just as much his duty to be cheerful as it is hers to be patient; his right to bring joy into the door as it is hers to garnish the pleasant interior. A family where the daily walk of the father makes life a festival is filled with something like heavenly benediction.—*Selected*.

The New Learning.

Scientific home-making may be said to have reached the stage where it is now an established branch of learning. There are over 1,200 institutions in the United States today offering courses in home economics to the young people of the land. Of these, some 100 are colleges and about 650 are high schools. The University of California is the latest of the large institutions to write the new learning in its catalogue along with Latin and Greek and the higher mathematics.

They are now raising the money with which to endow a college of domestic arts and sciences. It was the late Mrs. Ellen H. Richards, assistant professor in sanitary chemistry at the Boston Institute of Technology, who did more than anyone else to awaken the American women to the need of scientific preparation for their life-work of home-making.—*Today*.

A Few Rules for the Little Dinner.

Entertaining is the bugbear of many a young housewife, and the days when guests are invited are too often made miserable by "frazzled nerves" and a worn-out hostess instead of bringing the pleasant intercourse and anticipation of enjoyment that are the soul of spontaneous hospitality. At the outset of my career as bride and housekeeper an old family friend gave me a little set of rules for such occasions that have smoothed my path many a time. And I have proved their worth by many unfortunate departures from their wisdom. If the young housekeeper, especially she who does her own work, or who at most can boast but one helper, and that one probably inefficient, will only keep closely to the little rules, I can truthfully prophesy that she will find her horror of entertaining greatly diminished.

1. Make your little dinners small and frequent, not large and seldom.
2. Invite together only those people whom you know to be congenial.
3. Never invite together two of those people who aspire to be "center points" of attention or conversation.
4. A few courses perfectly cooked and perfectly served are far better than a long dinner with its accompanying nerve-rack for the hostess.
5. Never try a new dish or recipe for a company dinner. Stick to old and well-tried culinary efforts.
6. Never, no matter if you are entertaining royalty, make your hospitality more pretentious than your purse or housekeeping status can afford. Let the success of your hospitality depend more on well-cooked dishes, however simple, dainty decorations, however few, and

congenial guests, rather than an elaborate dinner and large outlay of money.
—*C. E. World.*

Music.

"And are your daughters musical?" we ask.

"I guess so," he replies, rather sadly. "One of 'em can sing things at the top of her voice so you can't understand a word, and the other can play the piano with her hands crossed."—*The Lookout.*

Satisfactory.

Teacher: "Johnny, what is a skeleton?"

Johnny: "Please ma'am it's a man with his insides out, and his outsides off."—*Everybody's.*

No Place for Spelling!

Mother (looking over her boy's shoulder): "Your spelling is perfectly terrible."

Little Son: "That isn't a spellin' lesson. It's a composition."—*Good News.*

A Bunch of Setters.

Farmer Jones was tugging away with all his strength at a barrel of cider, trying to get it up the cellar steps. He called at the top of his voice for help, with no response. After much struggling he accomplished his task, and just then the whole family put in their appearance.

"Where have you been?" inquired the farmer of his wife.

"I was setting the bread."

"And you?" addressing his eldest boy.

"Out in the shop setting a saw."

"And you, Ezra?"

"Up in grandma's room, setting a clock."

"And you, Cyrus?"

"Out in the barn, setting a hen."

"And you, Hiram?"

"Up in the garret, setting a trap."

"And now, Master Rufus, where were you, and what were you setting?" asked the farmer of his youngest son.

"Out on the doorsteps, setting still."
—*The Bee Hive.*

Particular.

After the teacher had recited "The Landing of the Pilgrims," she requested each pupil to try to draw from his or her imagination a picture of Plymouth Rock.

Most of them went to work at once, but one little fellow hesitated, and at length raised his hand.

"Well, Willie, what is it?" asked the teacher.

"Please, ma'am, do you want us to draw a hen or a rooster?"

The Easiest Way.

A company of select colored artists were rendering a version of "Othello." The scene between the Moor and Desdemona had been reached, wherein Othello demands the handkerchief which he had given his wife as a wedding amulet.

"Desdemona," he cried, "fetch me dat han'kerchief!"

But the doomed lady only babbled of Cassio, and her liege lord shouted again:

"I ast fo' de second time to git me dat han'kerchief!"

Still the fair one parried the issue with talk of Cassio, and the lordly Othello, now thoroughly incensed, bellowed:

"Woman, fo' de third and las' time I tell you to get me dat han'kerchief! Away!"

And just as he was about to open his mouth again, a big, leather-lunged patron in the top gallery shouted down at him:

"Fo' de Lawd's sake, nigger, why doan' you wipe yo' nose on yo' sleeve an' let de show go on!"—*The Bee Hive.*

AN old couple came from the country, with a big basket of lunch, to see the circus. The lunch was heavy. The old wife was carrying it. As they crossed a street, the husband held out his hand and said:

"Gimme that basket, Hannah."

The poor old woman surrendered the basket with a grateful look.

"That's real kind o' ye, Joshua," she quavered.

"Kind!" grunted the old man, "I wuz afeared ye'd git lost."—*Argonaut.*

Notices.

The next Ohio state meeting will be held on Tuesday, Oct. 21, in Cleveland, under the auspices of Div. 62. All Ohio Divisions should be represented, and Sisters from other states are always welcome.

The fifth circuit meeting of the Middle Atlantic Circuit will be held under the auspices of New York City Div. 234, in the Twelfth Ward Bank building, 125th street and Lexington avenue, New York City, Thursday, September 4, 1913. All-day session. A cordial invitation is extended to all who can attend.

SEC. OF CIRCUIT.

A union meeting of the Eastern Circuit will be held under the auspices of West Philadelphia Div. 112, on Sept. 25, 1913, in Davis' Hall, 3930 Lancaster avenue, Philadelphia. All members of the G. I. A. are cordially invited to attend.

SEC. EASTERN CIRCUIT.

Division News.

ERIE DIV. 487, Jersey City, N. J., with their families and friends enjoyed an outing to Rockaway Beach, Aug. 1. The sail was a delightful one, and everybody was in good spirits and prepared for a day's fun. When the beach was reached lunch was served, after which some of the Sisters went in bathing, others took in the sights, and some remained upon the sands until the incoming tide forced them to go up on the board walk.

Just about this time a thunder storm came up and all had to run for shelter. The rain poured in torrents for nearly one hour, and it was difficult to get back to the boat at leaving time. Then all settled themselves for a jolly return trip, and though we did not realize it the worst was yet to come. We had not gone very far when the water got rough and tossed the steamer from side to side, which was most unpleasant. Seasick? Oh, no! of course not. If the steamer would only have stopped just a little while, but it kept right on tossing, and caused some to remark that they would never cross the ocean.

But all things come to an end, and after reaching home and getting settled, we laughed over the day's events and hoped to have another reunion for the grand cause of the G. I. A. Div. 487.

ON Thursday, July 17, S. J. Cover Div. 64 celebrated its 23rd anniversary of its organization. The families of Div. 64 were invited. The evening was spent very pleasantly, and a splendid program was rendered by some of the best talent in our city. We also had with us Rev. H. L. Jacobs, pastor First M. E. Church. He gave us a splendid talk, spoke very kindly of the Brothers at the throttle, and of the warm feeling he had for the man on the other side of the engine; then congratulated the wives for being noted for being the best cooks in the land. We were then escorted to the banquet hall, where a splendid luncheon was served. The hour of departure came all too soon, our only regret being that the weather was disagreeable, and that more of our engineers could not be present.

Yours in F. L. & P.,

SEC. DIV. 64.

NEW BRUNSWICK DIV. 479, Moncton, N. B., entertained the officers of Restigouche Div. 530 during the afternoon and evening of June 13, 1913.

The afternoon meeting was a joint secret session of the Divisions, but in the evening a general entertainment was given, at which Division 479 had for its guests the Campbellton ladies and several Campbellton engineers, the Moncton Order of Railway Conductors and ladies of its Auxiliary, and members of the B. of L. E.

In the evening a social was held in Odd Fellows' Hall, at which the following program was carried out:

Address—Mrs. Alex. Donald, President of Div. 479.

Piano Duet—Misses Hazel and Bessie Larson.

Reading—Mr. John Stultz.

Vocal solo—Miss Olive Morton.

Reading—Miss Helen Jefferson.

Vocal solo—Miss Mary Copeland.

Vocal solo—Mrs. R. C. Colpitts.

Piano solo—Miss McFarlane.
Vocal solo—Miss Irene Morton.
Reading—Miss Roberta Cool.
Vocal solo—Miss Kelsie Manning.

At the close of the program refreshments were served, and dancing was indulged in until midnight. Short addresses were made by members of the Conductors and Engineers of local Divisions. Miss Kelsie Manning presided at the piano during the evening.

SECRETARY DIV. 479.

THE first summer social meeting of Joaquin Div. 428, G. I. A. to B. of L. E., was held at the residence of Brother and Sister P. E. Driver, at Mart, Tex., on the afternoon of July 9. The afternoon was spent in playing 42 and several choice vocal selections. Sister Garner carried off the honors, and Sister Boehlers the booby. A feature of the afternoon was the presentation of a handsome vase to the President, Sister J. R. Garner, the occasion being the anniversary of her birth, Sister C. R. Bennett making the presentation. Sister Garner being taken by surprise, responded in a manner that showed her appreciation, and I want to tell you I have found out why Brother Driver keeps up that 225. The way that wife can cook would make any man hold up his tonnage. We sure did eat, didn't we, Sister Smith? Well, to say the least, we all had an enjoyable evening, and are looking forward to the next meeting, which we hope will be in the near future.

SEC.-TREAS. DIV. 620.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., September 1, 1913.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than August 31, 1913.

ASSESSMENT No. 825.

Altoona, Pa., July 10, 1913, of heart disease, Sister Anna K. Walls, of Div. 501, aged 54 years. Carried one certificate, dated Jan. 18, 1908, payable to E. E. Walls, husband.

ASSESSMENT No. 826.

New York City, July 13, 1913, of tuberculosis,

Sister Katherine Marley, of Div. 351, aged 35 years. Carried one certificate, dated Nov. 28, 1906, payable to Mrs. John Henry, Div. 351, G. I. A. to B. of L. E.

ASSESSMENT No. 827.

Utica, N. Y., July 14, 1913, of arterio sclerosis, Sister Jane A. Harvey, of Div. 73, aged 79 years. Carried one certificate, dated Feb. 27, 1896, payable to Hulbeart L. Harvey, husband.

ASSESSMENT No. 828.

Garrett, Ind., July 26, 1913, of pneumonia, Sister C. E. Fitzgerald, of Div. 7, aged 38 years. Carried two certificates, dated March 12, 1898, payable to C. E. Fitzgerald, husband.

ASSESSMENT No. 829.

Buffalo, N. Y., July 27, 1913, of tuberculosis, Sister Ida Coe, of Div. 232, aged 38 years. Carried two certificates, dated May 14, 1909, payable to Wilber F. Coe, and Mrs. Louise Burkhart, husband and mother.

ASSESSMENT No. 830.

Charleston, Ill., July 28, 1913, of cancer, Sister Cornelia Scully, of Div. 16, aged 51 years. Carried one certificate, dated July 12, 1901, payable to J. B. Scully, husband.

ASSESSMENT No. 831.

Peoria, Ill., July 28, 1913, of uraemic poisoning, Sister Clara Sansom, of Div. 1, aged 56 years. Carried one certificate dated Jan. 17, 1906, payable to John Sansom, husband.

ASSESSMENT No. 832.

Schenectady, N. Y., July 28, 1913, of cancer, Sister Ellen B. Hogan, of Div. 198, aged 67 years. Carried one certificate, dated Feb. 26, 1896, payable to John J. Hogan, son.

ASSESSMENT No. 833.

Laramie, Wyo., July 31, 1913, of physical and nervous exhaustion, Sister W. J. Naismith, of Div. 85, aged 51 years. Carried two certificates, dated July 31, 1895, payable to W. J. Naismith, husband, and Wm. A. Naismith, son.

ASSESSMENT No. 834.

Ellis, Kans., Aug. 2, 1913, of chronic nephritis, Sister Sadie McMahon, of Div. 212, aged 43 years. Carried one certificate, dated Aug. 24, 1897, payable to Thos. McMahon, husband.

Members will pay their Insurance Secretaries on or before September 30, 1913, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 804 and 805, 9,560 in the first class, and 4,811 in the second class.

Mrs. Geo. Wilson, Pres. V. R. A.

Mrs. Jennie E. Boomer, Sec'y and Treas.,

1627 Sherwin avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Westinghouse No. 6 E-T Equipment.

BY T. F. LYONS.

Q. On what is this brake designed to operate?

A. On engine and tender.

Q. What are some of the many advantages of the E-T equipment over

older types of locomotive brakes?

A. May be used on engines in any class of service.

Brake cylinder pressure not affected by piston travel or brake cylinder leakage.

Locomotive brake may be applied or released independent of the train brake.

Brake on the second engine of a double header may be applied or released independent of the brakes on the leading engine or train.

Q. Name the parts of the equipment and explain in a general way their duties.

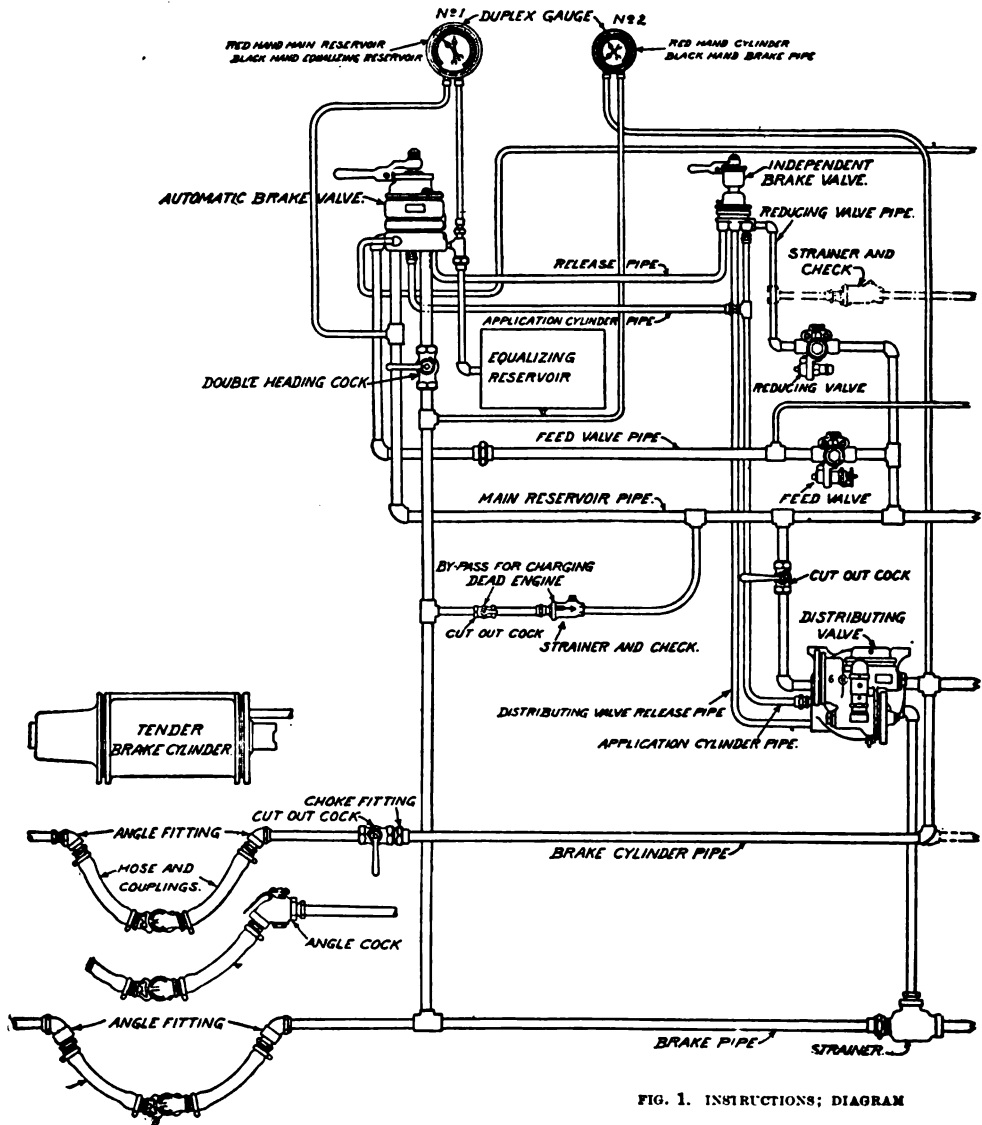


FIG. 1. INSTRUCTIONS; DIAGRAM

A. 1. The air pump, to compress the air used on the locomotive and cars.

2. The duplex governor, to control the pump when the desired pressure is obtained in the main reservoir.

3. The main reservoir, in which to store a large volume of air for the prompt charging and recharging of the brakes and to collect the moisture and dirt in the air.

4. The main reservoir cut-out cock, which, when closed, cuts off the communication between the main reservoir and the brake system.

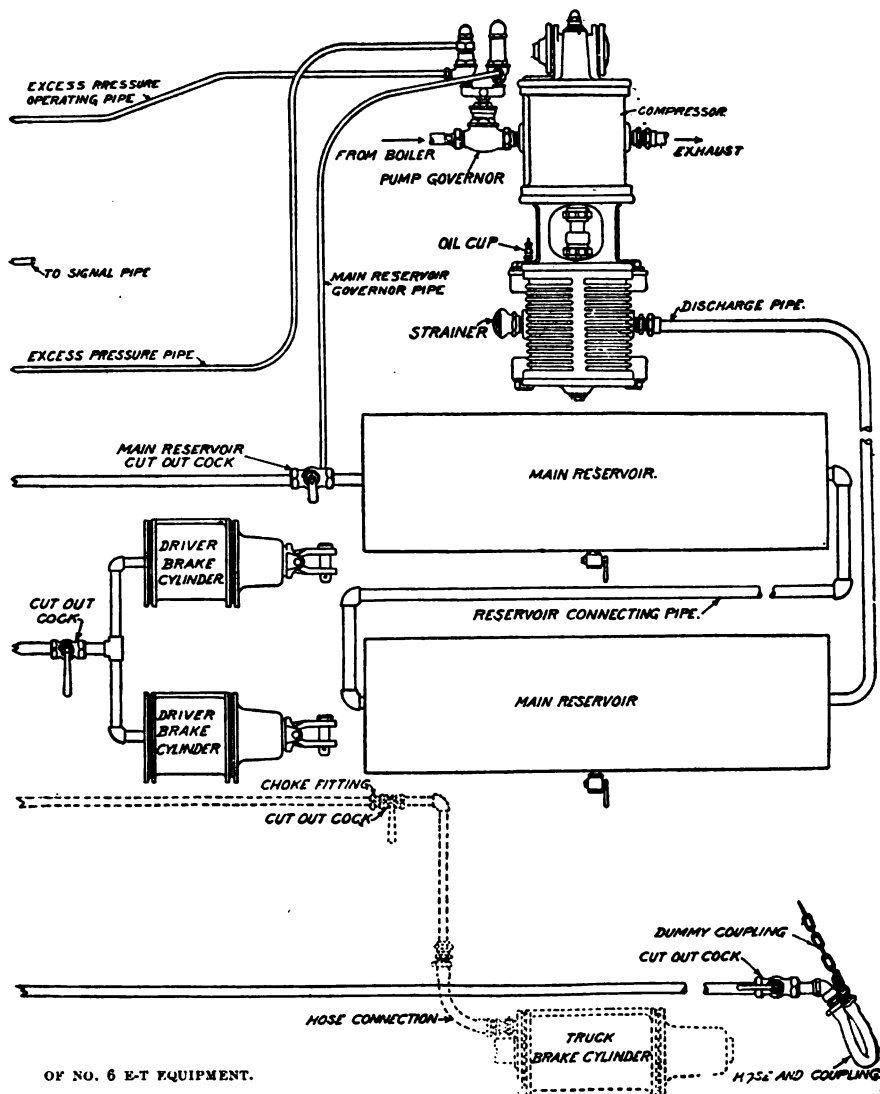
5. The automatic brake valve, to operate the locomotive and the train brakes.

6. The equalizing reservoir, to furnish the proper volume of air above the equalizing piston.

7. The independent brake valve, to operate the locomotive brake independent of the train brake.

8. The feed valve, to regulate the brake-pipe pressure, when the automatic brake valve is in running or holding position.

9. The reducing valve, to regulate the



OF NO. 6 ET EQUIPMENT.

pressure in the independent brake valve and signal line.

10. The distributing valve, its reservoir and safety valve, to admit air to and from the brake cylinders on the locomotive, in applying and releasing the brakes, and to control the pressure within the prescribed limits.

11. Two duplex air gages, one to indicate the main reservoir and equalizing reservoir pressures, the other to indicate the brake pipe and locomotive brake cylinder pressure.

12. The dead engine feature, by which

furnishes air to the connections of all other air operated appliances on the locomotive.

Feed valve pipe: To connect the feed valve to the automatic brake valve.

Excess pressure pipe: To connect the feed valve pipe to the chamber above the diaphragm of the excess pressure head of the governor.

Excess pressure operating pipe: To connect the automatic brake valve to the chamber below the diaphragm of the excess pressure head of the pump governor.

Reducing valve pipe: To connect the reducing valve to the air signal line and independent brake valve.

Brake pipe: To connect the automatic brake valve with the distributing valve and train brakes.

Brake cylinder pipe: To connect the distributing valve to the different brake cylinders on the locomotive.

Application cylinder pipe: To connect the application cylinder of the distributing valve to the independent and automatic brake valves.

Distributing valve release pipe: To connect the application cylinder exhaust port with the automatic brake valve, through the independent brake valve,

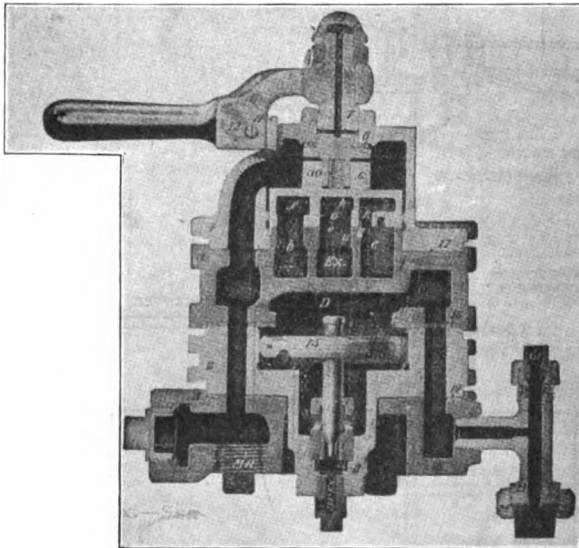


FIG. 2. H-6 AUTOMATIC BRAKE VALVE.

air may be supplied to the main reservoir of an engine, the pump of which is inoperative. The above, with the necessary brake cylinders, air strainers, cut-out cocks, hose couplings and piping go to make the No. 6 E-T equipment.

Q. Commencing at the air pump, name the different pipes and their connections.

A. Discharge pipe: To connect the air pump to the first main reservoir.

Connecting pipe: To connect the two main reservoirs.

Main reservoir pipe: To connect the second main reservoir to the maximum head of the governor, distributing valve, feed valve, reducing valve and automatic brake valve. This pipe also

when the latter is in running position.

THE H-6 AUTOMATIC BRAKE VALVE.

Q. To what is the automatic brake valve attached?

A. To the brake valve pipe bracket.

Q. Are there any pipe connections direct to the brake valve?

A. No; all pipe connections are made to the pipe bracket; this allows for the changing of the brake valve without the breaking of the pipe joints.

Q. Name the different positions of the brake valve.

A. Release, running, holding, lap, service and emergency.

Q. What is the purpose of release position?

A. To provide a large and direct

opening from the main reservoir to the brake pipe, for the free flow of air, when charging and recharging the brakes.

Q. What pressure will be had in the brake pipe if the brake valve be left in release position?

A. Main reservoir pressure.

Q. Can the locomotive brake be released by the automatic brake valve in release position?

A. No; as the port in the automatic brake valve to which the distributing valve release pipe is attached is blanked in this position of the valve.

Q. What is the purpose of running position, and when should it be used?

A. This is the proper position for the brake valve, when the brakes are charged and not in use, also when it is desired to release the locomotive brake with this valve. This position of the valve may be used in releasing the brakes on short trains of say six or eight cars. In this position the brake pipe pressure is maintained at a predetermined pressure by the feed valve, as all air that now enters the brake pipe and equalizing reservoir must pass through the feed valve.

Q. What is the purpose of holding position?

A. To hold the locomotive brake applied while recharging the brakes. The charging of the brake pipe and equalizing reservoir is the same in holding as in running position; in other words, the only difference between the two positions is that the locomotive brake is released in running position and held applied in holding position.

Q. What is the purpose of lap position?

A. To hold both locomotive and train brakes applied after an automatic application. In this position all ports in the brake valve are closed.

Q. What is the purpose of service position?

A. This position of the brake valve enables the engineer to make a gradual reduction of the brake-pipe pressure, thus causing a service application of the brake.

Q. How is this brought about?

A. When the brake valve is moved to service position, port *h* in the rotary, Fig. 8 connects with port *e* in the valve seat, allowing air from chamber *D* and equalizing reservoir to escape to the atmosphere through cavity *O* and the exhaust port, thus reducing the pressure above the equalizing piston, allowing the brake-pipe pressure under the piston to raise it, unseating the brake-pipe ex-

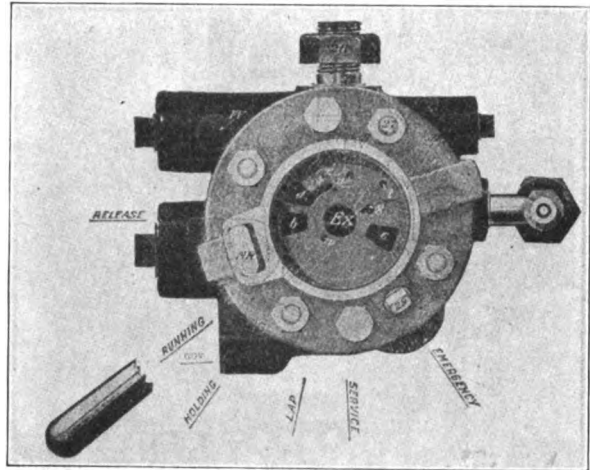


FIG. 3. H-6 ROTARY VALVE SEAT.

haust valve, permitting the air to flow from the brake pipe to the atmosphere; air will continue to flow from the brake pipe to the atmosphere until its pressure becomes slightly less than that in chamber *D* and the equalizing reservoir, when the piston will be forced down, closing the exhaust valve gradually, stopping the exhaust of the brake-pipe air.

Q. What is the purpose of emergency position?

A. In this position of the brake valve, the brake pipe is connected directly with the atmosphere through the large ports in the valve, causing a sudden reduction of brake-pipe pressure, this in turn causing the distributing valve on the engine and all operating triple valves in the train to move to emergency position,

thus insuring a quick and full application of the brake.

Q. How should the brake valve be handled when making an emergency application of the brake?

A. The valve should be placed in full emergency position and left there until the train stops, even though the danger may have disappeared.

Q. If the handle of the brake valve

times; this gives the oil a chance to work under the rotary; then refill the oil hole and replace the plug; next remove the cap nut from the rotary valve key, fill the oil hole and push down on the key; this allows the oil to get down on the key gasket; again fill the oil hole and replace the cap.

Q. What will cause the handle to move hard over the notches of the valve?

A. This is caused by the handle bolt or latch becoming dry; a few drops of oil on the parts will overcome the trouble.

Q. What will cause a constant blow at the brake-pipe exhaust port, and what may be done to overcome it?

A. This indicates that the brake-pipe exhaust valve is being held off its seat, due no doubt to dirt; tapping the side of the valve will sometimes stop the blow; if not, close the brake-pipe cut-out cock and make a heavy service reduction; next place the handle in release position; this will cause a strong blow at the exhaust port, which will invariably remove the trouble.

Q. If the pipe connecting the brake valve with the equalizing reservoir breaks, can the brake be operated with the automatic brake valve?

A. Yes.

Q. How can this be done?

A. By placing a blind gasket in the pipe connection at the brake valve and plugging the brake-pipe exhaust port. To apply the brake, move the handle carefully toward emergency position, making the reduction gradually through the direct exhaust port; when the desired reduction is made the valve should be moved gradually back to lap position.

Q. What would be the effect if the valve were moved to lap quickly?

A. Would cause the release of the brakes on the head end of the train.

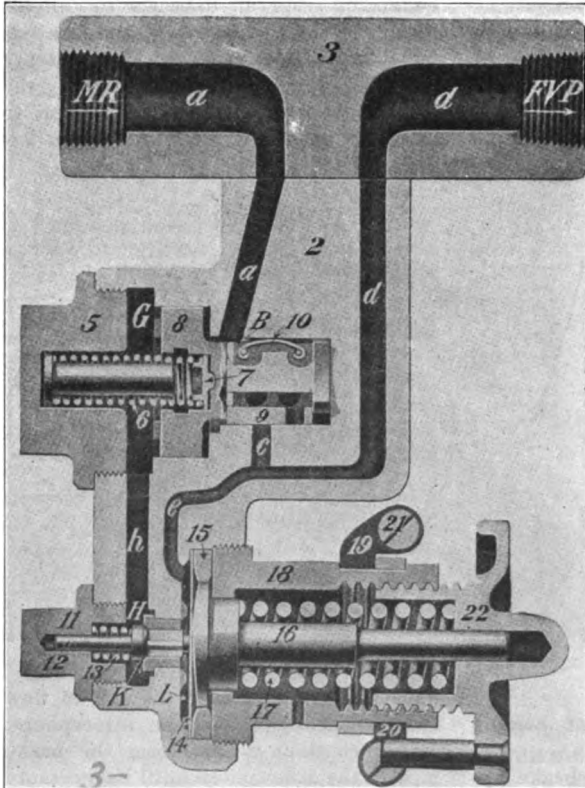


FIG. 4. DIAGRAM OF E-6 FEED VALVE, CLOSED CONNECTIONS.
MR—MAIN RESERVOIR PIPE; FVP—FEED VALVE PIPE.

does not operate easily, what may be the trouble and how remedied?

A. If the valve does not operate freely it is probably due to a dry rotary valve or rotary valve key gasket. This trouble may be remedied by first closing the brake pipe cut-out cock under the brake valve, then closing the main reservoir cut-out cock and when the air pressure has escaped, remove the oil plug in the valve body and fill the oil hole with oil, then move the valve from release to emergency position and back a few

Q. What is the time required to reduce the equalizing reservoir 20 pounds?

A. From 6 to 7 seconds, with a 70-pound pressure, and 5 to 6 seconds with 110 pounds pressure.

Q. What will cause air to blow at the brake-pipe exhaust port, when the valve is moved to lap position?

A. This is caused by a leak from the equalizing reservoir or its connections, which reduces the pressure in chamber *D* above the equalizing piston, allowing the brake-pipe pressure under the piston to force it up, unseating the brake-pipe exhaust valve, permitting the air to flow to the atmosphere.

B-6 FEED VALVE.

Q. What is the duty of the feed valve?

A. To control and maintain a constant pressure in the brake pipe when the brake valve is in running or holding position.

Q. Name the different parts of the feed valve.

- A. 2. Valve body.
3. Pipe bracket.
5. Cap nut.
6. Piston spring.
7. Piston spring tip.
8. Supply valve piston.
9. Supply valve.
10. Supply valve spring.
11. Regulating valve cap.
12. Regulating valve.
13. Regulating valve spring.
15. Diaphragm ring.
14. Diaphragm.
16. Diaphragm spindle.
17. Regulating spring.
18. Spring box.
19. Upper stop.
20. Lower stop.
21. Stop screw.
22. Adjusting handle.

(See Figs. 4 and 5.)

Q. Name the pipe connections to the feed valve.

A. *MR*, main reservoir; *FVP*, feed valve pipe.

Q. Explain the operation of the feed valve.

A. Air from the main reservoir enters at the connection marked *MR* and flows through passage *a* into the supply valve chamber *B*, forcing the supply valve piston 8 to the left, compressing spring 6, also moving the supply valve 9, opening port *c* in the valve seat, which allows air to flow through ports *c* and *d* to the feed

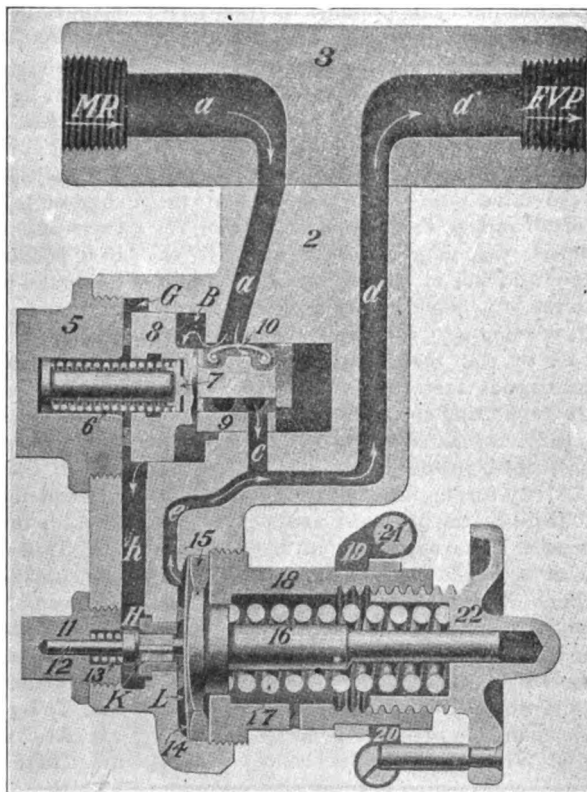


FIG. 5. DIAGRAM OF B-6 FEED VALVE, OPEN.

valve pipe, also to chamber *L* at the left of the diaphragm 14; at the same time air is passing by the supply valve piston 8 (which is not an air-tight fit in its cylinder) to chamber *G*, then through port *h* *H* to the regulating valve chamber, then through port *K* to chamber *L*. When the pressure in the feed valve pipe and chamber *L* slightly exceeds the tension of the regulating spring 17 the diaphragm 14 will be forced to the right, when the spring 13 will force the regulating valve 12 to its seat, closing port *K*, thus pre-

venting the flow of air from chamber *G*. This will allow the pressure to equalize on both sides of supply valve piston 8, when spring 6 will move the piston and supply valve to closed position, thereby cutting off the supply of main reservoir air to the feed valve pipe.

Q. How long will the feed valve remain in closed position?

A. The valve will remain in closed position until the pressure in the feed-valve pipe drops below that for which the regulating spring 17 is adjusted, when the spring will force the diaphragm to the left, unseating the regulating valve, allowing the air in chamber *G* to flow through ports *h* *H* and *K* to the feed-valve pipe. The pressure at the left of supply valve 8 having been reduced, the main-reservoir pressure on the right side of the piston will force it to the left, moving the supply valve with it, opening port *c*, again allowing air to pass to the feed-valve pipe until the pressure is restored to that for which the regulating spring is adjusted.

Q. How can a change in brake-pipe pressure be made?

A. By turning the adjusting nut 22 in to increase the pressure and out to reduce it. The adjusting nut is provided with a hand wheel having stop pins, which work between two adjustable stops; these stops are set for the high and low brake-pipe pressure which it is desired to carry, and by turning the hand wheel from one stop to the other the change in pressure is made.

Q. With the automatic brake valve in running or holding position and the regulating spring properly adjusted, if the brake-pipe pressure equalized with that in the main reservoir, where would you look for the trouble?

A. This may be caused by a leaky rotary valve or body gasket in the automatic brake valve, but will most likely be found in the feed-valve gasket, that is, the gasket between the feed valve and its bracket. A leak past the supply valve 9 or the regulating valve 12 held from its seat or the supply valve piston 8 too tight a fit in its cylinder may cause the pressures to equalize.

Q. With the engine alone, the brake-pipe

pressure will equalize with that in the main reservoir, while when coupled to a train, the pressure will remain at that for which the feed valve is adjusted; where is the trouble?

A. This is caused by light leakage of main-reservoir air into the brake pipe no doubt coming past the feed valve, and with the lone engine is sufficient to raise the brake-pipe pressure to that in the main reservoir; while when coupled to a train the brake-pipe leakage of which is greater than that of the feed valve this will not be noticed.

Q. How should the feed valve be tested?

A. With the brakes released, and charged to the adjustment of the feed valve, create a brake-pipe leak of from 7 to 10 pounds and note the black hand on the brake-pipe gauge. The fluctuation of this hand will indicate the opening and closing of the feed valve, which should not permit a variation of over two pounds in the brake-pipe pressure; if it does it indicates a dirty condition of the valve and should be cleaned.

Q. If the brake pipe charges too slowly when nearing the maximum pressure, where is the trouble?

A. This may be caused by a loose-fitting supply-valve piston or port *K* partly stopped up.

S-6 INDEPENDENT BRAKE VALVE.

Q. To what is the independent brake valve attached?

A. To a pipe bracket.

Q. Are there any pipe connections direct to this valve?

A. No; all pipe connections are made direct to the pipe bracket as with the automatic brake valve.

Q. Name the pipes and their connections to the independent brake valve.

A. Reducing valve pipe, which leads to the reducing valve. Application cylinder pipe, which leads to and is the middle pipe on the left side of the distributing valve; also connects to the automatic brake valve. Distributing valve release pipe, which leads to and is the lower pipe on the left side of the distributing valve. This pipe also has a connection between the independent and automatic brake valve.

Q. What pressure is there on top of the independent rotary valve?

A. Reducing valve pipe pressure.

Q. Name the positions of the brake valve.

A. Release, running, slow application position, quick application position.

Q. What is the purpose of release position?

A. To release the locomotive brake when the automatic brake valve is in other than running position.

Q. What is the purpose of running position?

A. Running position is the proper position for the brake valve when not in use and to release the locomotive brake when the automatic brake valve is in running position.

Q. What is the purpose of lap position?

A. To hold the locomotive brake applied after an independent application.

Q. What is the purpose of slow application position?

A. When it is desired to make a light or gradual application of the locomotive brake, as in stretching or bunching the slack in a train.

Q. What is the purpose of quick application position?

A. To apply the brakes quickly, as in short switching.

Q. What pressure is usually developed with this brake?

A. About 45 pounds.

Q. What controls this pressure?

A. The reducing valve, which regulates the pressure in the reducing valve pipe and independent brake valve.

Q. What is the purpose of the return spring?

A. To automatically return the valve to running position from full release position; also from quick to slow application position.

Q. Why is this done?

A. The automatic return from release to running position is to prevent leaving the valve in release position, as in this position the automatic brake would not remain applied on the locomotive. The action of the spring in the return of the valve from quick to slow application

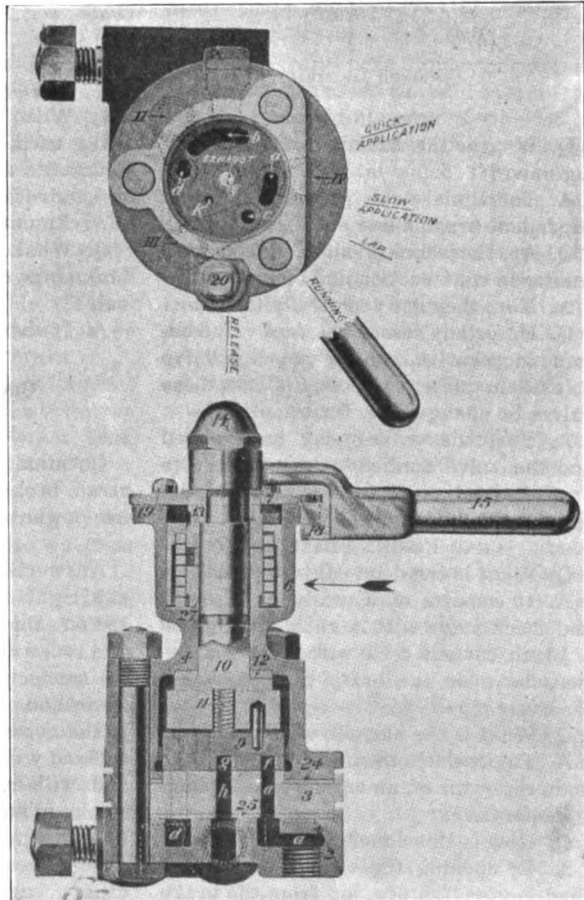


FIG. 6. C-6 REDUCING VALVE.

position is simply to make more marked the latter position; that is, to act as a stop for this position.

Q. If the brake valve does not operate easily, what may be the cause and what may be done to overcome the trouble?

A. This no doubt is due to a dry rotary valve seat, rotary valve key gasket or handle bolt, and may be lubricated in the same manner as the automatic brake valve.

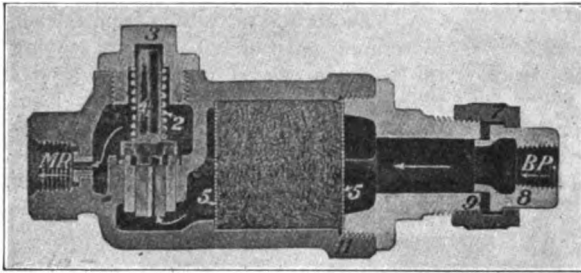


FIG. 7. COMBINED AIR STRAINER AND CHECK VALVE.

C-6 REDUCING VALVE.

Q. What is the function of the reducing valve?

A. To regulate the pressure in the independent brake valve and signal line.

Q. Are the reducing valve and feed valve similar in construction and operation?

A. Yes; they are practically the same.

Q. If for any reason the feed valve became inoperative, can the reducing valve be used in place of it; that is, can these valves be changed one for the other?

A. Yes; the valves may be changed and the valve applied to the feed valve bracket readjusted to the pressure desired in the brake pipe.

DEAD ENGINE FEATURE.

Q. What is the dead engine device?

A. It consists of a combined strainer and check valve with a choke fitting and a $\frac{3}{8}$ -inch cut-out cock with pipe connections between the brake pipe and main reservoir pipe.

Q. What is the purpose of this device?

A. To provide a means of charging the main reservoir of an engine whose pump is inoperative.

Q. How is this done?

A. By opening the cut-out cock in the dead engine feature, air from the brake pipe enters at the connection marked **BP**. Fig. 7 passes through the strainer, lifts the check valve 4, passes through the choke fitting and out at the connection marked **MR** to the main reservoir pipe, thus charging the main reservoir of the engine whose pump is inoperative from the brake pipe, which is receiving its air from the leading engine.

Q. What is the object of charging the main reservoir of the engine with the disabled pump?

A. As the air used in applying the

locomotive brake comes from the main reservoir for the brake to be operated on this engine it is necessary that its main reservoir be charged.

Q. With a 70-pound brake-pipe pressure, what pressure will be had in the main reservoir when using this device?

A. About 50 pounds.

Q. When the dead engine feature is being used, in what position should the automatic and independent brake valve be carried?

A. Running position.

Q. What should be the position of the brake pipe cut-out cock below the brake valve?

A. It should be closed.

Questions and Answers.

BY JAMES GREGORY.

Question: With go-ahead eccentric strap broken, can engine be fixed up to use power on both sides, and if so, how?

RUNNER.

Answer: With go-ahead strap broken, say right side, use back-up strap and rod on same side in place of other strap and rod, using the go-ahead eccentric rod by connecting its forward end to the lower end of link, the other end connect to the good eccentric strap. The engine so fixed will only run in forward motion and will not cut off shorter than full stroke in any position of the lever on the bad side.

This breakdown may be fixed in another way by inserting a block in lower part of link, with link in full stroke position, and making the link fast by tying it forward and back so it cannot swing over.

The other plan is a better one, especially if the distance to terminal is long, as engine may be worked in short cutoff on the good side.

Question: What is the quickest way to set a slipped eccentric rod?

READER.

Answer: There will usually be found on the eccentric rod marks indicating the

position the rod held before slipping. If not, place engine on center on that side, and with lever in position to suit the rod slipped, that is, in back motion for corresponding rod, forward motion for opposite one, then set the rod to position on strap so that steam will show at cylinder cock where piston is beginning the stroke.

Question: In what manner does a leak in feedpipe affect the working of injector, often causing it to break?

RUNNER.

Answer: By admitting air into pipe the supply of water is lessened until it may not be sufficient to cause complete condensation of the steam supplied by injector, thus causing injector to break. A leak in feedpipe, or its joints, will sometimes make it impossible to produce the required vacuum in feedpipe so water may be forced up into injector.

Question: If the feedpipe is perfect and injector started would the water be forced up into injector if water tank was airtight?

RUNNER.

Answer: No.

Question: Why, when starting train, will a pop valve going off raise water so it is often carried to cylinders?

H. R., Div. 10.

Answer: It is the custom at starting to always have as much water as engine will carry when throttle is open and engine working strong. If, in addition to the current of steam flowing into dry pipe through throttle valve, another current in the same vicinity is started, as when the pop lifts, then the increased volume of steam, rushing from the heating surfaces through the water, tends to lift it until it sometimes is raised high enough to be carried into the dry pipe and on to the cylinders.

Question: Why does the water not lift so much when pop goes off after engine has train under headway?

H. R., Div. 10.

Answer: For the reason that at short cutoff the combined volumes of steam escaping from boiler through pop and throttle would be considerably less than in the other case, when the engine was being worked to full starting capacity.

Question: What would be considered

the most economical point of cutoff? Would it be the shortest cutoff possible?

READER.

Answer: The most economical cutoff might not be the shortest one. Much would depend on the work to be done. Theoretically speaking, a six-inch cutoff would be most economical, as the ratio of expansion would be greater than at any longer cutoff. Yet, if engine was worked at a six-inch cutoff at slow speed there would be much waste of steam from condensation during the long period of expansion in the comparatively cool cylinder, in addition to which there would be excessive internal resistance and friction due to high compression and pre-admission. Valve lubrication would also be difficult. In practice, the engineer learns to know what cutoff is most suitable for the work to be done, and there is little danger of engine being worked at a cutoff so short as to be wasteful of steam or power.

Question: Does the short eccentric rod give an engine more lead than the longer one?

ENGINEER.

Answer: The lead may be the same in either case, according to how the eccentric is set for the full stroke position of lever, but the increase of lead between the full stroke and short cutoff will be greatest with the short eccentric rods.

Question: Why is there not a standard length for eccentric rods to give perfect valve movement?

ENGINEER.

Answer: Difference in design of engines is the chief reason for this. Difference in opinion of designers is another reason. The long eccentric rods were favored by some as giving best average valve movement at the different cutoffs. Others took the opposite view. The latter seemed to have the best of the argument, for the troubles with the long rods bending, in addition to the great strain their weight put on the eccentrics, were a source of frequent annoyance and sometimes failure. The short rods are more rigid, and with the long valve rods that go with them represent superior stability with a reduction of weight when compared to the other, both of which are important features to be considered in designing a valve gear.

There was at one time much prejudice against the short rods because of the so-called excessive lead they caused with lever hooked back, but in the face of good results the prejudice gave way.

Question: What are we to understand by the term *tractive power* as applied to locomotives?

Answer: It is the force exerted by the steam pressure against the pistons, and on the driving wheels, to move the engine and her load. This force cannot be fully developed unless the driving wheels hold to the rails without slipping.

Question: Why do some types of engines slip more than others?

ENGINEER.

Answer: It is simply a matter of which has most weight on drivers in proportion to piston power and crank pin leverage. Some types do not permit of as good distribution of weight as others.

Question: With engine disconnected on one side what is best plan in stopping to insure good side being in position favorable to start again? ENGINEER.

Answer: On some types of engines one cannot see from cab so as to tell by any part of the machinery just how the engine is going to stop. At night it is impossible, with any engine, to stop right with the brake. The best plan is to reduce speed with brake until engine is moving slowly, then release the brake, making the final stop with the reverse lever, again applying the brake to hold engine just as she stopped, which will invariably be in a position on the good side from which she may be started. The reason is clear enough, for the engine reversed is bound to stop with pin on connected side at some strong point, which is always at or near the quarter position, either top or bottom.

Question: What means can be employed in getting engine off center on connected side? ENGINEER.

Answer: When the disabled side merely calls for covering the ports, leaving the main rod up, it is an easy matter to move the disconnected valve so the disabled side will move the engine off center on good side. The use of pinch-

bars is out of date, the engines being too heavy to be moved in that way.

Question: Is it necessary for good results that engine should be trammed before rods are keyed? RUNNER.

Answer: Where strap side rods are yet used it is well to know that engine is in tram, when she first comes from the shop, at least. If all right, then she will be all right for keying any time before "going in" again.

Where solid end side rods are used the engine must be in tram to put up the rods. In the case of main rod keying we are sometimes told to see that engine is in tram before keying rod, but we do not do it. There are so many rules of caution contained in the books that too much time and labor would be consumed in the observance of them. Modern practice ignores many such rules and "gets by" all right.

Question: A piston valve engine came in with a cross-head key sheared off with the usual damage attending, such as broken front head, etc. The engineer said he had been looking for that very thing to happen, as engine's valves were out badly. How would the valves being out have anything to do with the failure of piston key? H. R., Div. 10.

Answer: The cross-head key was sheared by the high compression in the back end of cylinder. It was excessive at that point on account of the valves being out of square, and being a piston valve engine, there was no relief as in the case of a D slide valve, which would raise off its seat at such a time and thus relieve the pressure. Usually, cylinders having piston valves have relief valves to relieve excessive pressure due to the presence of water in cylinder. It should also relieve the pressure in the instance you refer to if cylinder was so equipped and its valve properly set.

Question: In setting up wedges is it necessary to set them all every time, so as to keep engine in good shape?

YOUNG RUNNER.

Answer: It is not necessary to go over them all for the wear is not the same on all wedges or shoes or driving-boxes. The main wedges need setting much more often than the others, as they are work-

ing under a heavy friction from the pressure of cylinder power being exerted against main driving-box bearings all the time while engine is working.

Question: When an engine is carrying water badly, that is, foaming somewhat, it does not steam so well as at other times, even after water has been settled. What influence would the foaming have on the steaming qualities?

YOUNG RUNNER.

Answer: When the engine carries water to cylinders by foaming the oil on bearing surfaces of cylinder which helps make the perfect joint with the packing is washed away and the packing blows. The same effect is had on the valve and its seat. Valve-stem and piston-rod packing are also made to blow from the same cause, all of which represents some waste. But, in addition to that, there is a waste of power during expansion due to steam blowing through, and this waste robs the engine of some of its exhaust force; so it can be seen that getting water into cylinders produces bad results that cannot be observed from the outside.

Question: Will an engine be liable to do herself more damage by priming than by foaming?

YOUNG RUNNER.

Answer: If an engine primes, a large volume of solid water may be carried over into cylinders, causing a sprung piston, broken head, or other failure of that nature, if the error is not detected in time, and ordinary caution will prevent damage being done in this way; but when engine foams, the water carried to cylinders is more in the form of heavy vapor or spray, and the steam carries it out through nozzle and stack with no damage, as a rule, excepting its effect on the bearings in cylinders and steam chests, as already explained in answer to preceding question.

Question: We sometimes find stacks cut away near the base. Would that not prove that exhaust force was directed against the lower part of stack by faulty adjustment of draft appliances? D. W.

Answer: If the exhaust was true from nozzle and conducted properly into stack there would be less cutting away of stacks. It is not the force of contact of exhaust steam so much as the cutting ef-

fect of the cinders that wears the stack. When the exhaust strikes one particular side, or, as when petticoat pipe is too low at top, it strikes the whole flare of base of stack before entering its cylindrical part, the current of gas forces the cinders against the column of escaping steam and just at the point where the lower part of steam column comes in contact with the stack the cinders cut the stack away. When the steam enters stack centrally the cinders do not strike the sides of stack, making the wearing effect much less than in the other case, and, by affording a more rapid circulation, produces better steaming engines.

Question: What bad effect does a loose front end of main rod have on engines with types of valve gear having connection between crosshead and valve gear, such as the Walschaert gear, that is not found with the Stephenson gear?

H. R., Div. 10.

Answer: With the Stephenson gear the eccentrics are the source of the valve motion, and while a bad main box might cause a jerk, putting sudden and unusual strain on the valve gear, a loose front end of main rod would not have the same effect, as in the case of the Walschaert, the Baker, and some other gears. The snapping off of valve stems, as well as some other failures of these gears, might be often traced to the loose front end of main rod.

Question: When it is necessary to block a valve, with Walschaert gear, what is the best way to disconnect, leaving main rod up?

ENGINEER.

Answer: Disconnect the radius rod from the combination lever, leaving this lever connected at other two points. It will then swing back and forth with the motion of crosshead, while being held securely at top where joined to valve steam crosshead. When forward end of radius rod is disconnected from combination lever its rear end must also be disconnected from its suspension bar and preferably be blocked at center of link, from which position it will receive no motion, though link remains connected to eccentric rod.

Question: With the Stephenson link motion is the lead increased or not by

hooking reverse lever up near center of quadrant? If the lead is increased please explain how, and how much?

P. ROLLAND, Div. 329.

Answer: With Stephenson link valve motion the lead is always increased as lever is placed near center of quadrant, the greatest lead opening would be with lever in dead center position. The amount of increase of lead, from that in full stroke, to say 6-inch cut-off, would depend upon the length of eccentric rods; for the shorter the rods, the more lead increase with lever "hooked up." An engine with long eccentric rods may have 1-32 lead opening in full stroke and have $\frac{1}{2}$ opening in working notch; while an engine with short eccentric rods may increase the opening in the same positions of lever from 1-32 to $\frac{1}{2}$ inch, or even more.

It is effected in this way: With engine on center or right side, lever in full stroke ahead, both eccentric rods hang at an angle. As the link is raised these rods assume a more nearly horizontal position when they reach farther ahead, thus forcing the lower rocker pin forward a little, which, of course, causes the valve to move back just as much. In this way the increase of lead is effected. The bow of the link also tends to produce the same result, for as the center of link is brought to bear on the block, it moves it ahead somewhat also in the position indicated.

It can readily be seen that the shorter the eccentric rods the more angular will be their position in full stroke. It will also be noticed that there is more bow to the link having short eccentric rods, both of which produce a greater increase of lead, than if engine were designed with long eccentric rods.

The same is, of course, true with engine on back center, but is caused differently. On the back center the eccentric rods are crossed, and with lever and link in center position the angle of the rods is greater than in full stroke—just the opposite to the other case—and the effect of lifting lever up is to draw the lower rocker arm back nearer the axle, thus moving the valve that amount, and the effect is to draw

the link block nearer to axle with lever in center than in full stroke position, either forward or back, with engine on back center.

Question: Please explain how an engine can be both direct and indirect, as the Walschaert, and what makes an engine direct or indirect?

P. ROLLAND, Div. 329.

Answer: An engine is said to be direct when the source of the valve movement moves in the same direction as the valve it operates. In the Stephenson we have an indirect motion, for when the engine stands, say, on forward center (to illustrate), if the engine be moved ahead there will be a forward movement of the go-ahead eccentric, while the valve moves in the opposite direction. This is due to the influence of the rocker arms. With the Walschaert motion, having the radius rod in lower part of link for forward gear, as it usually is, the motion imparted to the valve by the eccentric crank is direct, as they both move together in the same direction. If the engine be reversed the radius rod is raised to upper part of link, making the motion indirect.

Question: Since there is so much economy in using the expansive energy of steam, why not give valves more inside lap, to further utilize this energy that is otherwise permitted to escape as waste steam through the stack?

M. S., Div. 582.

Answer: The foregoing question has, no doubt, arisen in the minds of engineers more often, perhaps, than any other in connection with the use of steam on locomotives. It suggests itself in this way—that if it is a good thing why not take more of it or all of it?

There are several reasons why it does not pay to go to extremes in that respect.

If the steam is made to expand to a very low pressure at short cutoff the cylinder temperature would also become low and there would be a loss by condensation when the live steam was admitted to cylinder. In addition to this fault, there would be a very low

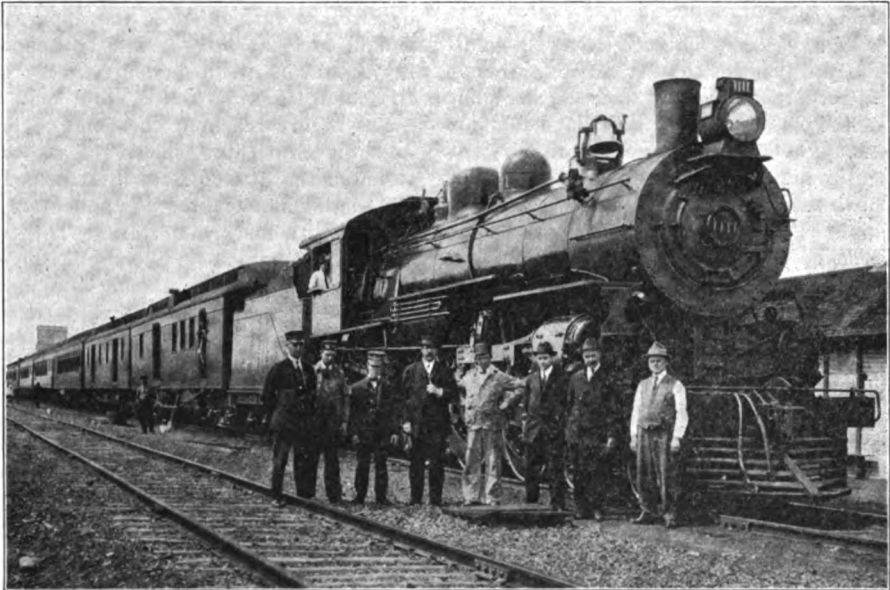
exhaust force also, which would naturally reduce the draft and the steaming qualities of the engine. The compression would also be excessive, as an increase of inside lap that would prolong the expansion would also cause the exhaust port to be closed too early for the return stroke of piston.

Grand Trunk Pacific Standard Passenger Train.

The accompanying illustration shows a standard passenger train of the Grand

Trunk Pacific Railway, at Wainwright, Alta., running between Fort William, Ont., and Tete Jaune, British Columbia. This train is comprised of a thorough up-to-date equipment in every respect. It is electric lighted throughout, from engine to rear of train. The dining and sleeping cars are of the most modern construction, and the service is unexcelled. The engines used on this train are of the Pacific type, equipped with Walschaert valve gear and other late improvements. The weight of the engine is 107 tons.

tion, and previous to this were connected with the Grand Trunk and C. P. Railways in Ontario, and to many of the readers of the JOURNAL their faces will be familiar. They are: Conductor A. F. Haskell, O. R. C., Div. 591, Edmonton, Alta.; Fireman H. R. Schroth, B. of L. F. & E., Manitou Lodge, Melville, Sask.; Geo. E. Harper, Agent, Wainwright, Alta., O. R. T. System, Div. 1, G. T. P.; Engineer R. H. Powley, B. of L. E., Div. 764, Melville, Sask.; N. B. Walton, Supt., Watrous, Sask., to Edmonton, Alta.; W. J. McPhee, Chief Train Dispatcher, G.



GRAND TRUNK PACIFIC RAILWAY PASSENGER TRAIN.

Trunk Pacific Railway, at Wainwright, Alta., running between Fort William, Ont., and Tete Jaune, British Columbia. This train is comprised of a thorough up-to-date equipment in every respect. It is electric lighted throughout, from engine to rear of train. The dining and sleeping cars are of the most modern construction, and the service is unexcelled. The engines used on this train are of the Pacific type, equipped with Walschaert valve gear and other late improvements. The weight of the engine is 107 tons.

The members of the crew and officials shown in the illustration have been with the G. T. P. practically since its incep-

T. P., Wainwright; J. R. Mooney, Road Foreman, Watrous, Sask., to Tete Jaune, British Columbia. R. P., Div. 764.

Some Stories of the Rail.

EDITOR JOURNAL: The two engineers were having a very animated discussion, as might be expected of a couple of young runners from different roads out of the same city. The rumble of the train drowned the sound of their voices, which was just as well, perhaps, for they were evidently expressing their candid and unvarnished opinions on things in general pertaining to railroading in that forceful, if not actually profane manner

so common to young men of our craft. The farther they went the more demonstrative they became until when they commenced pounding each other on the back now and then to drive home some telling point the nice old lady in the seat behind them grew quite fidgety. The train stopped just after the B. & O. man remarked to the fellow from the Lake Shore that the latter's engine was a good-looking machine. The fellow from the Lake Shore, wholly oblivious to the fact that the train had stopped, and in the same high-pitched voice he had been using, said:

"Oh, yes, she's a good looker all right, but you just got to beat her to a frazzle to get any good out of her, and she's one of the old man's pets, too; but I told him that if ever I took her out again and she got to actin' up with that soda water we have the way she did with me the other night I'd just kill her on the main track."

At this the nice old lady in the seat behind gathered up her 40 bundles and on her way to the rear of the car was heard to say:

"Oh, the brute!"

JASON KELLEY.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

The American Railway Association has appointed a joint committee on automatic train stops, which has made one report to the Association. In this report the committee states that they have arrived at no definite finding, but that there are certain requisites which seem essential to the successful operation of an automatic stop device, and they have formulated these requisites into tentative rules, the substance of which is as follow:

The apparatus should be so constructed that the failure of any essential part along the roadway will cause the display of the "stop" indication by fixed signal, and also the application of the brakes,

and if there is any failure of the apparatus on the train it should cause the application of the brakes. The parts should be so constructed that no failure will occur because of speed, weather, wear, oscillation or shock. It is desired that the apparatus should be so constructed that if an automatic application of the brakes is made, same cannot be released until the train has been brought to a stop, or until the speed of the train has been reduced to a predetermined rate. It was also thought best that if the train was moving at less than a predetermined rate of speed the apparatus should be inoperative. The trip should be located at a sufficient distance from the home signal so that a stop could be made before reaching the home signal, and the apparatus should be so constructed that it would not interfere with the engineman making an application of brakes with his brake valve. The trip should first make a service application of the brakes and then, if the engineman fails to perform certain predetermined operations, it shall go to the emergency application. It is desired that the apparatus shall be installed so as to work only when trains are running with the current of traffic.

So far as the writer knows there is no device which meets all the essential requirements submitted by the committee.

MICHIGAN CITY, IND., Aug. 4, 1913.

EDITOR TRAIN RULES DEPARTMENT:
Please give your opinion on the following order: "No. 21 will meet No. 14 on double track at B and will meet No. 18 on double track east of G crossover." Owing to some construction work between F and G, single track is being used between those points. The double track begins at B. No. 21 is a train of inferior direction. No. 21 went to B and there waited for No. 14, which train was 20 minutes late. Did No. 21 have any right to proceed after going on the double track at B? This has caused much discussion, some claiming that No. 21 could proceed, as the dispatcher could not run a train on that track without first giving No. 21 an order to that effect.

E. R. M.

Answer: The explanation to a meet order states that the trains will run with respect to each other to the designated point and there meet in the manner provided by the rules. It is therefore self-evident that the meet order cannot be fulfilled unless the trains actually meet at the point designated. The order directed No. 21 to meet No. 14 on double track at B, and the dispatcher should not expect No. 21 to violate that order.

Under our rules if the dispatcher desired that No. 21 should proceed when it reached the double track at B he should have given No. 21 a right of track order, as a right of track order would have been fulfilled to No. 21 when No. 21 arrived at B. In a similar case the American Railway Association Train Rules Committee ruled that a meet order was improper to use in such a case, and that a right of track order should have been used. We cannot agree that the meet order is improper to use without qualifying the statement so as to express the fact that the meet order is proper if No. 14 and No. 21 are to meet at B, but if they are not so to meet then the meet order is improper.

—
LORAIN, OHIO, Aug. 8, 1913.

EDITOR TRAIN RULES DEPARTMENT: What changes the date of schedule on a division or subdivision?

If a train is due to leave its initial station at 11:55 p. m. on the old timetable and is changed to 12:05 a. m. on the new timetable, is the date changed? Or if the time on the old timetable is 12:05 a. m. and on the new timetable is 11:55 p. m., does it change the date of the train? Are not both times within the same 24 hours?

Div. 296.

Answer: 11:55 p. m. and 12:05 a. m. can be within the same day period, or they may be within different day periods. For example, No. 1 is due to leave its initial station on the old timetable at 11:55 p. m. and a new timetable goes into effect at 12:01 a. m., showing No. 1 due out of its initial station at 12:05 a. m. Let us suppose that the new timetable took effect Aug. 15, and that No. 1 of Aug. 14 left its initial station at 11:55 p. m. and was at B when the new time-

table took effect. In such a case schedule No. 1 of the new timetable corresponding in date to the date of No. 1, that is, schedule No. 1 of the new timetable of Aug. 14, would be over 28 hours overdue, and therefore dead. Schedule No. 1 of Aug. 15 cannot be used by the train for the reason that the date of the train is Aug. 14, and the rule requires that the date of the train and the date of the schedule which it assumes shall correspond. In this case we say that the date of the schedule has been changed so that it does not correspond with that of the old timetable. What is really meant is that the schedules which correspond as to date have been moved so far apart that the schedule of the new timetable of corresponding date has lost its right by reason of being more than 12 hours overdue.

—
PRINCETON, W. VA., Aug. 1, 1913.

EDITOR TRAIN RULES DEPARTMENT: Second No. 36 has right of track over No. 13, A to Z. First No. 36 is unable to make Z for No. 13 and heads in at Y for No. 13. Can No. 13 leave Z until second No. 36 arrives? No. 36 is second class and No. 13 is first class. C. G.

Answer: The second paragraph of Rule 94 provides that when a train unable to proceed against the right or schedule of an opposing train is overtaken between telegraph stations by an inferior train or a train of the same class having right or schedule which permits it to proceed, the delayed train may, after proper consultation with the following train, precede it to the next telegraph station. Under this paragraph, if Y is a non-telegraph station second No. 36 can permit first No. 36 to precede it to Z and No. 13 has no authority to leave Z until second No. 36 arrives. So far as the non-telegraph station is concerned, No. 13 cannot know whether or not first No. 36 has been overtaken, and therefore cannot leave Z.

—
DENVER, COLO., August 2, 1913.

EDITOR TRAIN RULES DEPARTMENT: The district is from A to P. Register stations at A, D, G and P. A second class train departing from A receives an

order that the second section of a first class train will run two hours late from G to A. The second class train makes C for the second section, which passes without signals. At station G the second class train receives an order that the second section of the same schedule which was met at C will run nine hours late from P to G. The second section of this same schedule is met at O. Can the same section be met more than once on the same date on the same district? Did the meeting of the second section at C without signals complete the schedule upon the district? Can another second section be cut in upon any territory not covered by the first second section?

Div. 734.

Answer: The movement as outlined above is entirely proper and safe when handled in accordance with the rules. In this case the register at G would give the information that the second section of the train referred to had not arrived there, and it would also give the information that the first section from P displayed signals to G for the following section. But outside of this it is the duty of the dispatcher who introduces more than one second section, or other section, of a train to safeguard the movement by proper notice to trains. The rules do not direct any special action in a case of this kind, but because of the complications which may arise the dispatcher should take extra precaution. In the case under discussion the order at G giving nine hours of the time of the second section between P and G would safeguard the movement, in addition to the information contained on the register, which might be easily overlooked because of the schedule having been fulfilled on one portion of the district.

It is possible to meet three or four second No. 15's on one district, and if properly handled all can be given perfect protection. The meeting of a second section at C without signals does not complete the schedule at any point except at C, so far as the inferior train at C can know. At each register station the register must be examined for other possible sections. However, we do not know of any careful train dispatcher who would

depend wholly upon the register in such a case.

It is possible for No. 93 to meet No. 2 at C and upon arrival at G receive an order to meet second No. 2 at O. The signals in this case being taken down at G. Rule 96 provides for this by stating that when signals displayed for a section are taken down at any point before that section arrives the conductor will, if there be no other provision, arrange in writing with the operator, or if there be no operator with the switch tender, or in the absence of both with a flagman left there for that purpose, to notify all opposing inferior trains or trains of the same class leaving such point that the section for which signals were displayed has not arrived.

Information and Photographs Wanted.

Photographs of locomotives built by Wm. Mason, of Taunton, Mass., for the Toledo & Illinois and Lake Erie, Wabash & St. Louis railroads, now the Wabash Railroad. These engines were the "Ariel," "Zephyr," "Camilla," "Atalanta," "Boreas," "Rushlight," "Fairy," "Phantom," "Titania," "Ob-eron," "Aurora" and "Diana." For particulars address Herbert Fisher, Box 426, Taunton, Mass.

Mr. Fisher is gathering historic data relative to the early Mason locomotives (or perhaps a biography would fit better) and as the work he is doing is not for profit, but to preserve a record, as we understand it, we hope that any of our members who remember any of these locomotives named will write Mr. Fisher.

— EDITOR.

Railway Master Mechanics' Committee.

The executive committee of the Railway Master Mechanics' Association met in Chicago, July 8, and arranged the business for the coming year, selecting the committees to do the work of investigation. There were present D. R. McBain, F. F. Gaines, E. W. Pratt, Wm. Schlafge, Angus Sinclair, D. F. Crawford, C. F. Giles and W. J. Tolerton.

A new feature of the executive com-

mittee work this year has been the formulating of elaborate instructions regarding the preparation of reports of committees. We do not have space for all the instructions at present, but we submit that relating to drawings because it applies to every writer who sends illustrated articles to our pages. It reads:

DRAWINGS.

All drawings should be in black ink, on white paper or cloth. Black dimension lines are preferable to red.

Condense all drawings as much as possible, that is, do not have your figures scattered over any larger area than absolutely necessary. After this is done, get the index or keys (such as Sheet I or Sheet K) up close to the drawing to come inside a rectangle bounding the whole. A border line is not necessary.

Always remember that your drawings are reduced in the engraving and therefore must be kept clean and open, with all figures (letters and numerals) clean, clear and large. To illustrate, if you make a drawing 20 inches high, it must be reduced to 7 inches at least. Suppose you make the numerals in your fractions 3-32 inch high, which is fairly large in the drawing, it follows in the engraving that they will be practically 1-80 inch high in the cut, which is far too small to be readable. Either make your numerals large or reduce the scale of the drawing, keeping numerals same size. Do as little shading as possible; you will see the need of this on account of the condensing effect of the reduction.

Do not send in blueprints; send the original tracing if possible. The reason for this is that blue has practically no active value, and the prints must be put through a costly recoloring process, or, in the majority of cases, retraced. Your tracings are not injured by the engraver, but if for any reason they can not be finished, use black printing-paper, making first a black-print (really a negative), then from this a positive, or a print with black lines on white paper. Any concern selling draftsmen's supplies can furnish this paper with directions for use.

In charts, graphics, etc., on cross-section paper, use a black printed paper

if possible to get it; failing this, it is better to draw the whole for the sake of clearness and accuracy.

Do not have any pencil marks in your drawings or tracings; they practically ruin it for the purpose of making an engraving. If you must shade, do it with India ink and keep it open or make it solid, as the case requires.

Waterproof ink is always preferable, as the drawing gets considerable handling.

JOS. W. TAYLOR,

Secretary Western Club.

—*Locomotive Engineering* for August.

We give space for the above, hoping it will have more influence than our discussion of the subject on several occasions in our efforts to stop the sending of blueprints and marking on the face of the drawings unless it is done in right proportions for reduction. And if the drawings of a patented article are sent in a writeup or readable description must accompany it. Patent papers are made full of repetitions and figures not to interest the reader, but to define at such length as to leave no loophole for an infringement, and a readable description must accompany the drawings or the matter cannot be used.—EDITOR.

The First Signalman.

The short time that has elapsed since railways were first put into operation is illustrated by the fact that the first man employed in operating fixed signals has just passed away. He was known as Sandy Hamilton, and he entered the employ of the Edinburgh & Glasgow Railway in 1842. He retired from the service a year ago.

Sandy's selection as the first railway signalman in the world was due to the ingenuity, resource and general handiness which were among his earliest traits.

The earliest railway signal was the clock tower, so long a feature of Cowlairs Station prior to its demolition in August, last year. Its purpose was to warn all concerned when a train was on the line in a tunnel from Queen Street Station, and it was worked by a wire attached to a lever in the stationary engine house.

This was under the control of the engine-man in charge of the haulage rope, and the plan worked so successfully that it occurred to the N. B. railway officials that a general system of signaling could be worked in the same way.

So the experiment was tried, and Sandy, being a handy chap, was intrusted with the working of the primitive cabin. The levers were placed in front of an open platform, about 12 feet high, under the west canopy of the tower, whence trains approaching the station in either direction could easily be seen, as there was then no such thing as raised railway platforms, waiting rooms, etc., for the convenience of passengers. Sandy's signals, too, were a primitive affair compared with the elaborate semaphores of today, but it was their forerunner, they being introduced about 1859, when the junction for the Helensburgh Railway was made at Cowlairst.

It was about the same time that points or rail switches began to be worked from the cabin, and the services of ground pointsmen to a great extent discontinued. After serving a time in the working and teaching of others, Sandy was promoted to the position of goods guard, which in those days was considered much more important than that of signalman.—*Railway and Locomotive Engineering*.

Single Phase Adopted in Norfolk & Western Electrification.

A decision has now been reached in regard to the system of electric motive power to be adopted for the electrification of the Elkhorn Grade-Bluefield section of the Norfolk & Western Railway's main line. A recommendation to adopt the single phase system was made by Gibbs & Hill, the consulting engineers of the company, after an exhaustive analysis of the various systems now in use both in this country and abroad. A careful study was also made of the local conditions involved and comparisons made of the capital and operating costs, based on operating data and manufacturers' bids for equipment.

The intention is to use 25-cycle, single-phase current at a potential of 11,000

volts at the trolley. Power will be supplied from a power house to be erected by the railway at Bluestone, W. Va., with an installed capacity of 27,000 kilowatts. For transmission purposes the potential will be raised to 33,000 volts, and the transmission line will be carried mainly on the catenary bridges. Feeding points will be established at suitable locations along the line sufficiently close to minimize voltage drop and inductive disturbances.

In view of the fact that freight trains only are to be handled, the locomotives, of which there will be 24, are to be equipped with motors of the induction type, and the control and connections are to be arranged to give three running speeds of approximately 7, 14 and 28 miles per hour, respectively. Special attention is being given to the question of regeneration and electric braking on grades, which would decrease the wear and tear on train equipment and also under favorable conditions tend to reduce the demand on the power house.—*Railway and Engineering Review*.

A Question for the Locomotive Engineer.

The locomotive runner should keep a perfect lookout. Every now and then the investigation of a collision or a derailment brings out the need of some system by which the runner can more surely keep an adequate lookout at every point throughout a run. A notable case was that on the Cincinnati, Hamilton & Dayton reported last January (*Railway Age Gazette*, page 92). To keep a vigilant eye on the track and signals throughout every foot of a run—as is highly desirable, if not absolutely necessary, and as would be done if, on a crooked road, at night, there were a possibility of finding a landslide every 50 rods—is, in the great majority of ordinary runs, a severe strain on the mind; for with long stretches where a few seconds' inattention does no harm, and with the varied distractions of duties connected with the boiler or the fire, or of necessary conference with the fireman, or of mere involuntary wandering of the mind, the most systematic mental

discipline seems to be not entirely sufficient. How is the proper habit acquired? Every engineman desires, of course, to make a perfect record for safety; and every superintendent desires to have enginemen who can be depended on to carry out such a purpose in the most effective way.

Taking it for granted that some enginemen understand how to do this better than others, and that all desire to perfect themselves, we offer a prize of \$50 to the man who will write the best paper on the subject. The paper should be not over 1,500 words in length and should reach the office of the *Railway-Age Gazette*, New York City, by October 15. Papers which do not take the prize, but which are used, will be paid for at our regular rates. Writers must tell the editor, briefly, what their experience has been; and preference may be given to those who have had most experience as engineers on fast trains. Also, narratives of actual experiences are desirable. To describe a mistake, or a narrow escape from one, may be the best means of safeguarding others against making the same kind of mistake; and should be useful in illustrating the writer's recommendation as to how to avoid repeating it. In cases where a writer tells of his own mistakes, the matter can be published without giving the author's name. An engineer could send two papers, one to be published with his name and one without it.

—*Railway-Age Gazette*.

Centenary of Locomotive Discovery.

Many are wondering why the month of June was allowed to pass by without some celebration on the part of railroad men of the centenary of the invention of the steam locomotive. It is, of course, still less than 100 years since Stephenson built his "Rocket," but, contrary to public belief, he was not the first who devised the railroad engine. The germ of the locomotive was displayed by Trevithick at the beginning of the nineteenth century, but he lacked the genius and persistency to carry it to completion. It was left to William

Hedley, chief engineer of the historic Wylam colliery near Newcastle-on-the-Tyne, assisted by his colleague, Timothy Hackworth, to produce in June, 1813, a practical steam engine for use on the colliery railroad. This epoch-making machine, which was called "Puffing Billy," and which is still preserved in the South Kensington museum, worked satisfactorily and was the prototype of many others which were used for fifteen years, until in 1829 the Liverpool and Manchester Railroad Company encouraged Stephenson to devise and build the "Rocket." It is true that Stephenson gave the impulse to the development of the locomotive, but it is equally true that Hedley with his "Puffing Billy" of 100 years ago furnished the inspiration to Stephenson, as he had drawn his from Trevithick.—*Railway Record*.

Unsafe Safety Devices.

A New England railroad man said at a luncheon in Boston:

"The way some people talk, you'd think that there were a thousand safety appliances, any one of which, applied to American trains, would abolish accident and loss of life forever.

"There are, it is true, an abundance of safety devices for trains. These we are testing one by one, just as fast as we can. But very, very few of them prove, on a running train, to do the things they do on paper.

"The average safety device, indeed, recalls the widow who applied for outdoor relief.

" 'Yours is a sad case,' said the charity agent. 'How did you lose your husband, ma'am?'

" 'He was killed, sir,' answered the widow, 'while testin' a new safety cow-catcher for the P. D. R. railroad.'"—*Brookfield Gazette*.

Electric Train Stop.

Mr. A. J. Kloneck, New York, has invented a device that is claimed to be a marked improvement in electric train stops, and provides means for the automatic application of semaphores and train stops as well as for distant signals

for a single or double track, and also provides means for locking the device in the brake position until the train has been brought to a stop in a predetermined number of miles per hour. An early trial of the device may be looked for.—*R'y and Locomotive Engineering*.

Signals and Interlocking.

The New York, New Haven & Hartford Railroad is to extend the new automatic signal system recently installed between Stamford and South Norwalk, Conn., from the latter city to New Haven. The first section was put into operation on July 20, and the extension will be carried out in two sections, one from South Norwalk to Bridgeport and the other from Bridgeport to New Haven. The work is expected to be completed by January 1. Work on replacing the signal system from New Haven to Springfield will start within a week, it is said. The interlocking towers on the new installation are equipped with approach annunciators, approach locking, route locking, and detector locking safeguards. The entire system is operated by the use of alternating current. The power is supplied over duplicate wires supported by the catenary bridges, making it practically impossible, when the job is completed, for the entire system to be without power.—*Railway and Engineering Review*.

Employees Who Break Rules.

The New Haven road established a salutary precedent in discharging employees found to be drinking while ostensibly on duty. Several roads in Michigan are said to be following the example of the Eastern line, and one of them is reported to have warned its employees through a bulletin against breaking the company's rules in regard to using intoxicants. Of course, every company always has had such rules; but it has not always been true that the rules have been enforced. In fact, it has often been found impossible to enforce the rules: public opinion would not countenance the discharge of a man for the violation of such a regulation. But public opinion is changing, is be-

coming more enlightened along this line. Public opinion demands that the railroads furnish faultless service; it is beginning to see that to furnish such service the roads must be allowed to use the men who are trustworthy—who obey, not break rules. The man who breaks rules no longer has a place in American railways' scheme of things. The man who breaks rules must go. There is no place for him.—*Railway Record*.

Locomotive Smoke Results in Chicago.

A report prepared by Osborn Monnett, city smoke inspector of Chicago, discloses that the Atchison, Topeka & Santa Fe Railway has excelled other railroads in Chicago in the observance of the provisions of the smoke ordinance. Mr. Monnett's conclusions are based on 11,151 observations of locomotive smoke made on 32 railroads throughout a period of 48 days. The Santa Fe is credited with a smoke density of 4.73 per cent as compared with 4.75 per cent last year. The Illinois Northern, a short switching road, ranks second in Mr. Monnett's table, its percentage being 6.31. The Illinois Central comes third with a percentage of 7.43. Last year it ranked fourth in the list of railroads included in the tests made under the direction of the city smoke inspector. Fourth place is given this year to the Chicago & North Western, which has a percentage of 7.65. A year ago the North Western was given the rank of sixteenth. The Chicago, Burlington & Quincy, which was accorded first place last year, is fifth on the present list. The total average density for all roads during the observation period was 11.99 per cent, as compared with 23 per cent $2\frac{1}{2}$ years ago when the compilation of these records was begun. There are 25 inspectors in the employ of the city smoke inspection bureau and 50 inspectors are employed by the railroads to watch for violations of the smoke ordinance. At the suggestion of Inspector Monnett, the railroads appointed a committee several months ago to conduct a series of tests of various smoke consuming devices.—*Railway and Engineering Review*.

Railroad Gleanings

Fined for Violation of Hours Law.

In the United States District Court at Pittsburgh, Pa., Aug. 1, the Pennsylvania Railroad was fined \$4,000 for 34 violations of the hours of service law. The company pleaded guilty to all but seven of the 34 violations charged.

Conductors and Brakemen B. & A. Ry.

The conductors and brakemen of the Bangor & Aroostook have signed an agreement with the officers of the road to continue at work for another year at the present rates of pay. This road is not a party to the agreement for arbitration at New York City. The agreement under which these men have been working on the Bangor & Aroostook expired last February, about the time when the enginemen and firemen struck. Officers of the road say that henceforth contracts with employees will be made for terms which expire in the summer months, when traffic is light.—*Railway Record*.

B. & O. Insurance.

The attention of employees of the Baltimore & Ohio-Cincinnati, Hamilton & Dayton system who have received wage increases has been called to the fact that the increases in pay automatically entitle the men to greater insurance protection and disability benefits under the rules of the Relief Department. The Relief Department offers Baltimore & Ohio employees insurance at minimum rates in case of natural or accidental death, and in case of disability because of sickness or injury. Besides the insurance feature the Relief Department also has savings and loan features for the mutual assistance of the employees.—*B. & O. News Letter*.

B. & O. Safety Committee.

F. E. Blaser, general superintendent, has been appointed on the General Safety Committee of the Baltimore & Ohio-Cincinnati, Hamilton & Dayton system.

The appointment is effective at once and will fill the vacancy which resulted from the resignation of General Claim Agent Egan. Mr. Blaser is general superintendent of the lines between Philadelphia and Parkersburg.

As a representative of the transportation department and familiar with the details of train handling and operating questions, Mr. Blaser will study the practices in this branch of railroad service and methods which make for greater safety to travelers and railroad employees. The General Safety Committee is composed of a representative of each of the departments connected with the operation of Baltimore & Ohio lines.—*B. & O. News Letter*.

Electric Lamps for Trainmen.

Trainmen's lanterns equipped with electric lamps are among the new devices attracting the attention of railroad men. The lantern is similar to that used by conductors and brakemen with the exception that light is furnished by an incandescent lamp instead of an oil lamp. The base of the lantern which formerly served as a reservoir for oil contains a three-cell battery. Instead of manipulating a switch to turn on the trainman puts the handle in an upright position, lighting the lamp. The battery will burn 14 hours continuously or 28 hours intermittently.—*Railway Record*.

Issuance of Passes.

At all points along the Pennsylvania and especially among the men on the Pittsburgh division there is an impression that it is only a question of time when the management will abolish the present system of issuing employees passes, annual, monthly, or other forms, and a new method introduced. This has been much strengthened by recent action forbidding employees riding on fast trains. Another movement has been the calling in of passes held by men who have not been in the service 21 years. It is alleged that it is a habit of women members of families to ride as much as 100 miles for trivial purposes. Some of

the employees would not object to the rule of the Erie in selling family mileage tickets to their employees for \$2.50.—*Railway Record*.

Mallet Locomotives.

One of the big Mallet locomotives—the heaviest type of motive power built—is being used in road service on the Baltimore & Ohio Railroad in West Virginia. The engine weighs 240 tons in working order. There are 20 of these engines in use on the mountainous divisions of the Baltimore & Ohio, they being operated in pusher service; but the experiment is being made to test Mallet engines in road service. The Mallet engines used by the Baltimore & Ohio possess 225 per cent of the power of the freight engines in general use. The test will determine the ability to make time handling trains of heavy tonnage.—*B. & O. News Letter*.

New Locomotives, B. & O.

Delivery has started on the new equipment ordered recently by the Baltimore & Ohio Railroad.

Of the 110 Mikado-type freight locomotives included in the order, 44 of the engines have been delivered and put into service. Five Pacific-type passenger locomotives of the 30 ordered have been delivered, and it is expected that early next month delivery will start on the 10 Mallet engines which are for use on the mountain divisions in pusher service on freight trains.

The new engines represent the latest designs in locomotive construction. They are equipped with a superheater device, which effects an economy in the use of fuel and water as well as adds to the power of the locomotives; and the engines are also fitted up with power reverse gears, enabling the engineman to change his direction without manual labor.

The Mikado locomotives are the most powerful freight engines built for road service, or for hauling trains on schedule, and are capable of hauling trains of 5000 tons over the Baltimore & Ohio lines. The engines have an extreme length of 80 feet 10 inches, and weigh in working order 282,200 pounds.

The Pacific locomotives are used in through passenger train service, handling heavy trains which must maintain punctual schedules. The new engines of this type now being delivered weigh in working order 237,500 pounds.

The Mallet engines are used chiefly to assist freight trains in the mountainous regions, though recently the Baltimore & Ohio management has experimented with this type of engine in road service.

Upon completion of the present order, the Baltimore & Ohio system will have 322 Mikado, 105 Pacific and 32 Mallet locomotives in service. The Mikados now being delivered are numbered serially from 4220 to 4329, the Pacifics from 5100 to 5129 and the Mallets from 2422 to 2432.

J. HAMPTON BAUMGARTNER.

Allege Misuse of Passes.

An extensive investigation made by leading railroads operating in Illinois has resulted in the discovery that a number of members of the legislature have been misusing their free transportation, and their names have been placed on a list of those who are barred from obtaining passes. While the results of the inquiry are being kept secret it was learned today that during the past week eight trip books issued to state legislators were taken up by conductors on one railroad. The books had been loaned by the legislators to friends who sought to use them, and they were immediately pocketed by the conductors and the regular fare collected. Instances of a similar character were reported by the other roads which joined in the investigation.

Since the legislature adjourned, all of the Illinois lines have ceased to issue trip passes to state senators and representatives, and in their place trip books have been given. These books contain 48 coupons, each good for one trip to any part of the state. Provision is made that they shall be used exclusively by the person to whom they are issued, and any violation of this rule results in the book being forfeited and the person in question being barred from obtaining free transportation in future.—*Railway Record*.

Missouri Commission Rules on Free Transportation.

The Public Service Commission of Missouri has ruled that the railroads are entitled to issue free transportation only to such local employees as are employed by the companies and who devote a portion of their time to work for the road. The companies can employ only such local attorneys as are necessary to do its work. Common carriers cannot continue free transportation to members of families of deceased employees, it was held, *though such transportation was a condition of settlement of claim for damages for the death of such employees.* Neither can they issue free transportation to the members of families of employees of telegraph and telephone companies. The commission also ruled that two bondsmen for common carriers would be permitted free transportation in each county, limited to the counties for which they were appointed. — *Railway and Engineering Review.*

The Safety Movement.

R. C. Richards, of the Chicago & North Western, has recently issued a statement of results gained through the comprehensive campaign of safety inaugurated on his system several years ago. Far-seeing officers who authorized the expenditure of what may have been considered comparatively large sums in safety education of employees are amply rewarded by the showing presented.

During the three years ending June 30, 1913, and based upon the number of accidents occurring during the year ending June 30, 1910, there was a decrease in the number of employees killed of 28 per cent, and in the number of injured of 24 per cent. In the total number of persons killed, including employees, passengers and outsiders, there was a decrease of 21 per cent. In the same classification the number of injured was reduced 24 per cent.

It is probable that a part of this showing should be credited to the adoption of safety appliances not attributable to the safety first movement. Nevertheless there can be no doubt but that the

startling results represent an almost direct return on the safety first policy of the management, and the end is not yet. The efforts thus far are merely preliminary. The movement will grow as the men are further educated in the necessity for the use of great care and the elimination of the element of chance. — *Railway Master Mechanic.*

Safety First Movement.

EDITOR REVIEW: While I believe the safety first movement as being advanced and promoted by many railroads to be a good one, I have in the past seven months had a good opportunity to observe its practical workings on one road. I relate this to show how "uncontrollable human frailty" will operate if managements will admit or claim this the cause.

An assistant superintendent wearing a flashy safety first button, going up the line with an extra engine and crew, dropped a flagman at an east switch, instructing him to open it and flag all trains from the west. The flagman set the switch, then walked west one-half mile to flag. The superintendent was expecting to spur in a steam shovel about one mile east and shove it onto the siding where the switch was open, but when he arrived at the shovel the locomotive engineer asked for water. Thereupon they went to the junction two miles farther east to get water, and while the superintendent was in the telegraph office a coal train pulled out westbound and ran into the open switch. The locomotive and six cars were demolished, with much other damage, and traffic was delayed both ways for about six hours.

Three days later I saw another assistant superintendent wearing the regulation safety first button riding on a flat car loaded with scrap iron picked up along the line and so carelessly loaded that big pieces were falling off the ends of the flat car onto the track while the train was moving at about 20 miles per hour.

Very recently I saw an excursion train backing up through a canyon of steep grades and sharp curves. There

was no excuse whatever for not at least placing the engine ahead backing up.

This all happened on a railroad that is doing considerable advertising along the line of safety first.

I relate these few incidents as examples of what every railroad may expect if its officials do not maintain vigilance. We hope for scientific management, but are not getting it. AN OBSERVER.

—*Railway and Engineering Review.*

Train of 99 Cars Hauled 111 Miles by One Locomotive.

On July 11 last the Rock Island road hauled from Dalhart, Tex., to Liberal, Kan., a distance of 111.2 miles, a train consisting of 98 loaded cars and caboose, 95 cars of which were loaded with cantaloupes and three with red ball freight, in five hours with a single Mikado locomotive. The run was made for the purpose of testing the capacity of the company's new Mikados, of which 75 have been acquired in the last 15 months; and for the purpose of the test three trains arriving at Dalhart from Brawley, Cal., were consolidated into one. The line over which the run was made is on a generally descending grade for the entire distance, Dalhart being 3,987 feet above the sea level and Liberal 2,853 feet. The maximum grade against the train eastbound was .8 per cent. This hill, at Beaver River, had to be doubled, making a delay of 38 minutes. The average time for the run was 22.2 miles per hour, and the actual running time, excluding several stops, was 4 hours 4 minutes, making an average speed of 27.3 miles per hour while running. The regular schedule of the California gold ball train, the fastest freight train on the system, is 6 hours 10 minutes for this run.

Locomotive No. 2504, which hauled the train, has a tractive force of 57,000 pounds, and the weight on drivers is 240,000 pounds, while the total weight of the engine is 320,000 pounds. The weight of the train was 3,770 tons and its length 4,430 feet. The cantaloupes were packed in 30,805 crates, making a total of 1,277,060 melons, or a number equal to one for every person in the State of Kansas.

The run was made with seven tons of coal. There were three brakemen in the crew.—*Railway-Age Gazette.*

Pennsylvania Relief Department.

The Relief Department of the Pennsylvania Railroad system during the month of May paid in benefits to members or their families \$228,985.77, according to the regular monthly report. This brings the total distribution since the funds for the Lines East and West of Pittsburgh were established up to \$36,052,584.50.

On the Lines East of Pittsburgh and Erie in the month of May the payments in benefits to the families of members who died amounted to \$51,907.17, while to members incapacitated for work they amounted to \$105,895.55. The total payments on the Lines East of Pittsburgh since the relief fund was established in 1886 have amounted to \$26,026,664.12.

In May the relief fund of the Pennsylvania Lines West of Pittsburgh paid out a total of \$71,183.05, of which \$21,810 was for the families of members who died and \$49,373.05 for members unable to work. The sum of \$10,025,920.38 represents the total payments of the relief fund of the Pennsylvania Lines West since it was established in 1889.—*Information Bureau Penn. Ry., June 30.*

The Semi-Centennial B. & O. Railway.

At the semi-centennial celebration of the admission of West Virginia into the Union as an independent State, held in Wheeling, June 15-21, the Baltimore & Ohio Railroad commemorated the sixtieth anniversary of the completion of the road from the Chesapeake Bay to the Ohio River. Twenty or more veteran employees of the railroad, whose length of service ranged from 40 to 60 years, took part in the celebration, running the crude locomotives and cars of their day in the parade and during the exhibition which was arranged for the week. The total years of service of these men were 775 years.

Among the retired employees who took part in the semi-centennial celebration

were Michael Kirby, engineer, 58 years; Abner T. Ingels, engineer, 53 years; Joseph J. Brady, conductor, 50 years; James Brannon, conductor, 49 years; William Fleming, conductor, 44 years; Ephraim Provance, engineer, 43 years; Z. T. Brantner, superintendent of shops, 50 years; James Mahoney, yardman, 39 years; J. T. Mercer, brakeman, 46 years; Michael Dee, conductor, 50 years; W. T. Johnson, conductor, 50 years; J. C. Englehardt, conductor, 40 years; J. H. Fosnot, conductor, 50 years; John Seibert, engineer, 46 years, and "Daddy" John Smith, brakeman, 58 years.—*B. & O. News Letter.*

and Pueblo. They will be 77 feet 5 inches in length, and to the top of the stack will measure 15 feet 5½ inches. They will have 26-inch cylinders and the total weight of the engine and tender will be 412,500 pounds.

The five Mikados are for freight service on the heavier divisions of the road. These engines will stand 15 feet 5½ inches in height, with a total length of 78 feet 4½ inches.

The three styles of engines will be equipped with the latest improvements in locomotive construction, including electric headlights, electric cab lights and superheaters.

New Locomotives, Missouri Pacific.

In line with the policy of the management of the Missouri Pacific Iron Mountain system of putting a substantial part of the earnings into improvements and betterments, President Benjamin F. Bush has authorized the purchase of 17 new locomotives for that road. The American Locomotive Works was awarded the order for seven large passenger engines known as the Mountain type, and for five Pacific type passenger engines. The Baldwin Locomotive Works secured the contract for five heavy, powerful engines of the Mikado make.

The seven Mountain type locomotives will be of the largest pattern of passenger engine constructed and will be used on the main line to the South, hauling the heavy passenger trains over the Ozark divisions of the road. They will be 15 feet 5½ inches in height, with a total length of 80 feet, and will combine the heavy tractive force of 50,350 pounds with a capacity for high speed. The total weight of engine and tender will be 457,000 pounds. The tender will be 28 feet in length, being built longer and lower than the ordinary locomotive, obviating to a great extent the liability of derailment.

The five Pacific type passenger engines will be built primarily for speed, the driving-wheels being over six feet in diameter, and will be used in the fast passenger service recently inaugurated by the Missouri Pacific between St. Louis

Railroading a la Government.

The reports which have reached this country of the labor troubles in South Africa ought to go a long way toward convincing rational and disinterested persons that state railways separated from the military system in vogue on the Continent would be no improvement on the system we now have. According to the *Daily Telegraph's* correspondent at Cape Town, Mr. Poutsma, general secretary of the Railwaymen's Society, boasted that all power had gone from the minister and the general manager of the railways. On the 7th ultimo the latter chased about the town for Mr. Poutsma, to see if he was willing to allow certain trains to run. The latter replied that he would see about it later, but he was busy then. He was then asked if the Imperial mail, that is, the train conveying letters for the departing English steamer, might leave. The executive allowed the Imperial mail to run, not because the governor general had important dispatches to send, but because the relatives of the strike victims wished to communicate with friends in England. Mr. Poutsma alleged that he gave the government written permission to despatch the train, but added that the management must find the driver and fireman. When these were selected they refused to leave without an order in writing from the Railwaymen's Society. Finally the management came to his office to get the Society's stamp

and signature. This story is regarded as illuminating. The general position has caused widespread amazement, and the weakness of the government has had a bad effect on the large body of railwaymen who are anxious not to participate in the threatened strike, but dread coercion. *The Worker*, a strike organ, justified incendiarism and murder as permissible as a form of acute pressure. Surely the above is a very bad example for our enlightened colony to set their lady friends at home.—*The Railway Engineer* (London).

Proposed Increase of Freight Rates in England.

The following quotations from news articles in the *London Times* are of interest as relating to existing conditions in the United States:

"A preliminary notice has been issued on behalf of the railway companies of the United Kingdom to the effect that on and after July 1 the rates for merchandise traffic by goods and passenger trains will, with certain exceptions, be increased.

"This increase is the outcome of the recently passed Railways Act, which gives the companies power to raise rates to compensate them for increased expenses as a result of the settlement of the strike of August, 1911.

"The railway industry alone of any great industry in the country has been deprived by Parliament of the opportunity of passing on to the public what may be called its increasing 'cost of production.' We mean in particular the increased cost of coal, materials, higher wages, government insurance against accident, unemployment, etc. In other words, all improvement in railway wages and in the conditions of railway employment—and they have, of course, been substantial already—have been effected neither at the cost of the shareholders, nor have they come out of the funds provided by improved methods of management.

"If the just demands for further improvement in railway labor conditions are to be met without wrecking the whole

financial edifice upon which the railway industry rests, it is clear that the public must pay. If only to secure continuity of railway service, absence of strikes, etc., some moderate increase in railway charges must be established, and this is the policy which the companies are now endeavoring to carry out under the direct authority of Parliament. Opposition will, of course, be encountered, but so long as the companies, acting in unison, are not extravagant in their demands and keep them well within the terms provided for by the new act, we do not imagine that any such opposition can avail when the matter comes before the Railway and Canal Commissioners, as it must do sooner or later.

"Legally and morally the claim of the railway companies is a just one, for it would be absurd to assume that the railway industry alone can flourish under economic conditions which provide for fixity of its charges to the public on the one hand, and rapidly increasing expenses on the other."—*Railway Information Bureau*.

The Railway Accident Record.

The number of persons killed in train accidents during the months of October, November and December, 1912, as shown in reports made by steam railway companies to the Interstate Commerce Commission under the accident law of May 6, 1910, was 250, and the number of persons injured, 4,334. The total number of casualties of all classes reported amounted to 2,967 for persons killed and 51,323 for persons injured. This statement includes 2,611 persons killed and 18,729 persons injured as the result of accidents sustained by employees while at work, by passengers getting on or off cars, by persons at highway crossings, by persons doing business at stations, etc., as well as by trespassers and others; and also 106 persons killed and 28,260 persons injured in casualties reported as "industrial accidents," which term covers accidents not involved in train operation, but occurring to railway employees, other than trainmen, on railway premises. The total number of col-

lisions and derailments reported for this quarter compared with the number reported for the corresponding quarters of the four previous years indicates that with the exception of 1911 the number has gradually increased, there being for the current quarter an increase of 48.8 per cent over the corresponding quarter of 1908. By a similar comparison it appears that "derailments due to defective roadway" and "derailments due to defective equipment" increased 101.6 per cent and 65.5 per cent, respectively. Defective roadway and defective equipment together caused over 71.6 per cent of all the derailments reported for the current quarter, and in numerous cases were contributory causes of those included under class 10, "derailments due to miscellaneous causes.—*The Railway and Engineering Review*.

Safety Movement, Pennsylvania Railroad.

Out of 61,443 men employed in train service on the Pennsylvania Railroad, 119 were killed in 1912. Of this number, but 17 were killed in accidents to trains, freight and passenger. The records show that but an infinitesimal proportion of accidents to employees occur on passenger trains.

There were some 68,000 men employed in shops and on the tracks in 1912; of this number 166 were killed as a result of accidents, none of which was a train wreck.

In other words, while 285 train, track and shop employees of the Pennsylvania Railroad were killed in 1912, but 17, or about 6 per cent of them, were killed in accidents to trains. The other deaths were due to trespassing or carelessness, and in some instances to defects of shop machinery and other avoidable causes.

Freight trains were operated on the Pennsylvania Railroad for a total distance of 32,114,305 miles in 1912. As passenger trains ran over 40,000,000 miles, all trains covered a total of more than 72,000,000 miles—and 21 people, 4 passengers and 17 employees, were killed in accidents to trains.

The greatest problem the railroad has to solve in its efforts to conserve life is

to find ways to protect those who won't protect themselves. Unfortunately, passengers, trespassers and employees continue to take chances with death, and the railroad is throwing as many barriers as possible in the way of their risking their own lives, as well as the lives of others.

Employees who knowingly take chances of injuring or endangering either themselves or their fellows are disciplined now, even though no one is hurt. To get at such cases, "surprise tests" of obedience to rules are conducted among all classes of employees. These are held at unexpected times and under unusual conditions, so that they reveal just to what extent rules are broken and risks taken.

Records of tests made in 1912 give an excellent indication of the hearty support employees are giving the safety movement. Of all the 1,184,715 tests reported, 99.8 per cent showed perfect compliance with all rules, but the remaining two-tenths of 1 per cent represent 2,216 cases that might have resulted in accidents.

While the relative number of accidents on the Pennsylvania Railroad may not seem large when the mileage of the railroad and the heavy traffic hauled is considered, nevertheless the company has set out to reduce not only the relative number of accidents, but to eliminate them as far as possible.

Howard Elliot.

For the second time in their respective careers Howard Elliot succeeds Charles S. Mellen as the president of a large railway system. In each case the desirability of a complete change of executive policy has been the impelling motive in the selection of Mr. Elliot. Two men of more widely different dispositions, yet with the qualifications of a railway president, could scarcely be found.

As to the results of the application of the Mellen policies in New England there is little to say. He is recognized as a most efficient organizer, a most confident exponent of what he believes to be right, and a most arbitrary executive in putting into effect his personal wishes. Whether

on account of, or in spite of these characteristics, he leaves active railway service in New England a most cordially hated man.

The position of the railway executive is becoming year by year more difficult. The public is, at best, fickle in its attitude toward an important individual, and the tactful and frank executive could probably have carried out all of Mr. Mellen's policies and still have held the good will of the people. The necessity for taking (or at least seeming to take) the public into his confidence in all matters pertaining to the operation of a great railway, is hard for a representative of the "old school" to realize.

Mr. Elliot is wonderfully successful in holding this good will in every move. His statements are gems of diplomacy and by his methods he is enabled to give the public larger pills to swallow than the arbitrary man could ever hope to "put over."

It is with great pleasure that we note Mr. Elliot's expressed intention of making no changes in his department heads until the absolute necessity of such action becomes evident. A statement of one of the directors of the New Haven system, before the selection of Mr. Elliot, was to the effect that a thorough cleaning out of the present officers was contemplated. This move would have been as foolish as many others which collectively have placed the road in ill repute. Doubtless there will be changes but, if we judge rightly, they will take place only after Mr. Elliot has had opportunity to pass judgment on the qualifications of the present incumbents as he finds them.—*Railway Master Mechanic.*

Railway Mail Pay.

That the present plan of paying the railways for carrying the mail results in great injustice to the railroads is set forth in a statement issued by the railroads as part of their plan of appealing to the public for support.

Railroads are now paid by two methods of measurement.

1. According to the weight hauled each mile, and

2. For each mile a postal car is used for sorting mails en route.

The railroads claim, however, that the nation does not pay for the *entire* weight carried or *all* the car space utilized for sorting. In detail:

1. Weight. Ninety per cent of all the money paid to the railroads is for the weight of mail carried. The law stipulates that the mail shall be weighed for a typical period at least once every four years and that payments shall be made during the entire period according to the average weights then actually ascertained. In practice the Postoffice Department has construed this law to mean that the mails shall be weighed not oftener than every four years. The result is that though there is a constantly increasing weight of mail, the railroads receive no payment whatever for the increase until the next quadrennial weighing period, when a basis is arrived at which shall govern the payments to be made for the succeeding four years.

An illustration of the injustice of this quadrennial weighing system is in the fact that just after the weighing of the mails in Ohio in 1907, the printing of stamped envelopes and newspaper wrappers was changed from New England to Dayton, O., so that many railroads have been required to handle this traffic for four years without compensation, while other roads have been receiving for the same period compensation for services not performed. This principle is at present working great hardship to many railroads. The parcels post started January 1, 1913, and immediately there was a great increase of mail and a reduction of express matter for which the railroads had been previously paid. Congress has allowed a 5 per cent increase in pay to compensate for the parcels post, but the records already indicate that the *Government's postal revenues will increase this year from 20 to 30 per cent on account of the parcels post.*

The Government makes no additional payment for speed or for frequency of service. There is no greater pay accorded the railroads for carrying mails at a speed of 60 miles per hour than for 15

miles per hour. There is no greater pay for 100 trips a day than for one trip a day. The aggregate weight of mail carried, and therefore the pay, is the same, whatever the speed or whatever the frequency with which it is carried.

The railroads maintain, therefore, that while *weight* is the proper measure of pay, *it should be ascertained every year and paid for accordingly.*

2. Railway Postal Car Service. To facilitate the distribution of mail en route, the railways have provided 1388 traveling postal cars. The mileage made by full railway postoffice cars of all sizes in the performance of service during the fiscal year 1912 was 126,798,406. Passenger cars on American railroads the same year yielded revenue of about 25 cents for each mile run. If the railway postal cars had yielded as much per mile, it would have amounted to a total of \$31,699,601.

The railroads of the United States, acting through the railway mail pay committee, make public a statement to the effect that instead of being overpaid by \$9,000,000 as was claimed by former Postmaster General Hitchcock, they are in fact underpaid by \$15,000,000. These are the facts upon which that claim is based:

In order, if possible, to ascertain the proportionate cost of carrying the mails in relation to other railway passenger services, the Postmaster General, in November, 1909, required the report of most exhaustive data by the railroads. The result was transmitted to Congress on Aug. 15, 1911, in H. R. Document No. 105. In that report the Postmaster General said that the committee of the department which has compiled the data "estimates that through a readjustment of railway mail pay on the basis of cost with 6 per cent profit, a saving to the Government could be made of about \$9,000,000."

This estimate of the cost to the railways of carrying the mails has since been abandoned by the Postoffice Department, primarily because the Department did not in its first estimates make allowance for any return on that part of the railway plant used in the service. If to

the Postoffice Department's own figures there is added proper interest on the investment and due adjustment is made as to the percentage of the railway plant used in the postal service, the following revised result is obtained as to the *minimum cost*:

1. Interest at 6 per cent on 1.95 per cent (the share of the railway plant used for postal service) of the net capital investment of all the railways in the United States is..... \$16,380,000

2. The space actually used for mail and incidental thereto, but eliminated from the Department's calculations..... 9,600,000

3. Difference between approved methods and the Department's methods of separating freight and passenger expenses..... 5,000,000

Total..... \$30,980,000

If this sum is added to the net amount estimated in Document 105 as the cost of carrying the mails, it will yield about \$15,000,000 more than the sum now paid for railway mail service.

The railroads maintain, therefore, that the most exhaustive inquiry ever made of this subject shows that a fair payment to the railroads for the actual cost of the service would result in the companies receiving at least \$15,000,000 more than they are now paid.

The principles which should govern the plan of paying the railroads for carrying the mails are today set forth in a statement by the Railway Mail Pay Committee, acting for the railways of the United States.

Carrying mail is a commercial service. The Postoffice is a commercial department of the Government. If a private company ran the Postoffice, there could be no thought of an individual having that company do a service for him at less than a fair rate, and there could be no thought of that private company expecting railroads to transport the mails for other than a reasonable compensation. The Postoffice is operated by the Government chiefly because of the economic gain which results from having the whole work done by one organization.

In paying the expenses of the Post-

office the Government is not distributing public funds, but it is paying one class of citizens for services rendered to another class. Should the railroads, then, be expected to perform a service for the people collectively at a less rate than would be expected for the same persons individually?

Railway mail service should undoubtedly shoulder its due proportion of the expenses incurred by the railroads in the maintenance of their organizations, as well as in the operation of their trains. The whole system of railroad rates is based upon the thought that mail will pay its due proportion. If the rates for carrying mail should be upon a lower basis (in relation to the value of the service) than other rates, who should make the sacrifice? Must investors accept lower dividends? If so, railroad credit is injured. Must railway labor sacrifice a portion of its wages? Must freight rates be higher?

The Government very properly pays citizens in the federal employ fair prices for their work. When it buys supplies, it pays the market price. The Government does not expect to get its heat, light and telephone service at reduced rates. Yet such services are an essential part of the Postoffice service.

The Government contracts for the construction of a warship at a price which enables the highest scale of wages to be paid to workmen and for a commercial profit to accrue to the contractor. When the Government ships troops or army supplies it pays prices established by the railroad companies, with recourse to the Interstate Commerce Commission in case the railroads impose an unreasonable rate.

In England where railroads are privately owned and where the railway mail service is operated under conditions similar to those which prevail in this country, the railroads can appeal to the railway and canal commission if they feel themselves inadequately compensated for their service. *In this country, however, there is no administrative tribunal to which the railways may appeal against a similar burden.*

COMMITTEE ON RAILROAD PAY.

Industrial Relations Committee is Named.

President Woodrow Wilson has appointed the Commission on Industrial Relations, authorized by an act of Congress passed August 23, 1912. Its report must be made by August 23, 1915. On December 17, 1912, President Taft nominated members for the Commission, but the Senate failed to confirm.

The following are the nominees of President Wilson:

REPRESENTING THE PUBLIC.

Frank P. Walsh, chairman, Kansas City, Mo., attorney for the Board of Public Welfare, president of the Pardon and Parole Board and of the Civil Service Commission of Kansas City; active in starting Legal Aid Bureau; vice-president National Social Center Association; chairman of the Social Service Committee of the Democratic national campaign last year; has served, acceptably to both sides, as arbitrator in labor disputes in Missouri.

John R. Commons, professor of Political Economy, University of Wisconsin; member of the Wisconsin Industrial Commission. Was expert agent of United States Industrial Commission in 1901. Has been instructor and professor in economics in different universities since 1890. Joint editor Documentary History of American Industrial Society. Author of books and magazine articles on economics and labor problems.

Mrs. J. Borden Harriman, New York, N. Y., member of the New York Milk committee; vice-president Tuberculosis Preventorium for children, Farmingdale, N. Y.

REPRESENTING EMPLOYERS.

Frederick A. Delano, Chicago, receiver and former president of the Wabash Railroad; identified with various civic and reform movements in Illinois.

Harris Weinstock, San Francisco, merchant, vice-president Weinstock-Lubin Company. Interested also in other business enterprises. Founded Barbara Weinstock lectureship of Morals of Trade, University of California. Appointed 1908 by Governor

Gillette of California to investigate and report on labor legislation of New Zealand.

S. Thurston Ballard, Louisville, Ky., owner of flour mills and identified with many commercial and industrial enterprises. Member of the Louisville Manufacturers' Association.

REPRESENTING EMPLOYEES.

Austin B. Garretson, Iowa, president of the Order of Railroad Conductors.

John B. Lennon, Bloomington, Ill., treasurer of the American Federation of Labor. For many years an executive of the International Union of Journeymen Tailors.

James O'Connell, District of Columbia, vice-president of the American Federation of Labor, formerly president of the Machinists' Union.

Gasoline.

Gasoline, George Fitch tells us, according to *Graphite*, was originally used only for cleaning gloves and ejecting hired girls through the kitchen roof, but has now been taught a great variety of interesting tricks, such as running automobiles, aeroplanes, motor boats, windmills, street cars, hearses, corn shellers and bicycles.

By the aid of gasoline we can travel 60 miles an hour through the air, 150 miles an hour over the land and six feet into the ground with the greatest ease.

A gallon of gasoline can do as much work in an hour as a horse can do in a day, and it doesn't have to be fed and bedded down at night. It can drive an automobile 20 miles, and while doing this can cause three runaways, a collision, a \$20 fine for speeding, a divorce suit and an inquest.

A gallon of whisky at a Saturday night dance can cause a great deal of trouble, but it is tame and kittenish beside a gallon of whiz-water which is conducting a joy ride.

Gasoline is a clear, nervous liquid which is composed of speed, noise and trouble in equal parts. It is made of kerosene reduced to a more violent stage and is kindly supplied to the restless portion of mankind by the fragments of the

late Standard Oil Company.—*Railway Master Mechanic*.

Mulhall was No Saint.

While the American trade union movement is a beneficiary of the exposures being made by Colonel Martin Mulhall, late lobbyist for the National Association of Manufacturers, before the Senate Committee, the Republic itself will be the greater beneficiary.

The people are given an opportunity to hear how the invisible government does its work at Washington, and they have learned, too, how a large number of heretofore trusted public servants for a number of years successfully played a double game with them.

Mulhall may be the worst rogue in the country. He is the capitalists' Harry Orchard or Ortie McManigal. He is slick, tricky, cunning, adroit and as unscrupulous as men of his type are made. One-half of what he says may be lies, but surely his letters are sufficient to acquaint the people of the powerful influences that are ever at work at the Nation's capital against their interests.

And the National Association of Manufacturers, with its bully-rag Parry, its suave Van Cleave and its loud-mouthed Kirby, who have in late years lost no opportunity to discredit the organizations of labor, is indeed in a pitiable condition. It is reaping the whirlwind of its folly.

The injury it did to the industrial world in widening the gap between employers and employees, and at a time when inventions and revolutions in industrial development were playing their part in unsettling relations between them, forms as sad a blot on the record of the National Association of Manufacturers as its conduct in politics is iniquitous.

Let us hope that out of this exposure will come an era of industrial peace and good-will.—*Iron City Trades Review*.

The United States has begun suit in the federal court at Freeport, Ill., against the Illinois Central to collect penalties amounting to \$6,200 for alleged failure to report violations of the hours of service law.

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Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the F. G. E., as per Section 16 of the Statutes. Also all orders for Division Supplies.

Advertising Department.

All correspondence relating to advertising in this JOURNAL should be addressed to W. N. GATES, 409 Garfield Building, Cleveland, O

THE GARDNER  PRINTING CO.
CLEVELAND, OHIO

SEPTEMBER 1913.

B. of L. E. Insurance and Charities.

We are informed that there are some men posing as having extraordinary wisdom on insurance matters, telling our members, and others who would naturally desire to become members, that our Insurance feature is defective, and that our policies have no selling value—or borrowing value. We cannot quote the varying insinuations which are intended to harm, not the Insurance but the Order itself. It seems strange that every one who gives the subject a thought does not know that in Fraternal Mutual Insurance, such as that of all the Orders in train service, who pay insurance assessments monthly, are insured for the length of time only that the assessment covers, and that they must keep their membership and pay each assessment as it comes due, or they by their own negligence cancel the policy they hold. They are never asked to pay more than the actual

cost, measured by the number of deaths or accidents covered by the maturing policies, so that in fact we who carry insurance in any of these associations are responsible ourselves for the life of the policy, and all men should look at it in a sensible business way. We insure our house for a year, pay the premium in advance, and at the end of the year the policy is dead unless renewed. And it is so with all fraternal insurance. It is alive so long as we pay our insurance assessments. The B. of L. E. Insurance Department has paid on policies which matured by death or accident nearly \$28,000,000, and no one can say that its obligations were not all met for the past 40 years. The cost of carrying a policy is no more now than it was 20 years ago, and there is no more danger of an increase cost in the B. of L. E. than in any other one of the train order insurances. Current monetary value in any insurance policy must come from payments greater than the risk assumed. If the real risk such as that of the B. of L. E. actually costs \$200 a month to create a reserve fund which would give the policy commercial value before maturity by death or otherwise, the monthly cost must be increased as it is in old line companies, which issue policies costing greater than the risk assumed, and have a date when the insured stops paying assessments. Our insurance feature is as sound and safe as any insurance of its kind, and there are many of the kind outside of railroad service, and when anyone, for some ulterior purpose, talks against it to keep someone out of it, the incentive ought to be immediately recognized and the party made to come out in the light and tell the truth. Our members will do well to think that after 40 years of probation and demonstration both the B. of L. E. and its insurance are entitled to absolute confidence—and beyond this they may very consistently ask what other organization has done so much in the direction of care for its members who have been unfortunate and cannot care for themselves. Our Indigent and Pension disbursements will be found in the records of no other organization, and when it comes to the benefits to members, is

the B. of L. E. the first to fight the battles, and which pointed the way for other Orders to follow less beneficial financially, socially and morally than any of the others? Let us have faith in its past, present and future, that is all that is needed to make it all that we could wish it to be. The detractor should find no room in the ranks of men intelligent enough to run a locomotive to create a doubt of the soundness and stability of the Brotherhood of Locomotive Engineers.

Why Give Passes to Employees?

In a letter to the *Railway-Age Gazette*, E. L. McColvin, business manager Chamber of Commerce, of Norfolk, Va., says:

"I noticed in the paper the other day that railway employees who were going to the meetings held in connection with the demand for a raise are traveling free of charge on transportation furnished them by the railways. Does it not seem very inconsistent for the railways to furnish transportation to employees who do not use it on business of the company? The public is now very properly debarred from using free transportation, but from personal experience I feel that the class of employees who are extorting these wage increases from the railways are using passes for themselves and families more than any other class of travelers. Everyone can recall instances of employees and their families traveling around in baronial style on free transportation.

"I suppose that at first the issuance of passes by the railways to employees was intended to create a friendly feeling and to encourage co-operation between all concerned. If the railways are foolish enough to believe that the great value of transportation which they donate to organized labor in their employ is appreciated, they are laboring under a delusion, which the latest wage settlements must have dispelled."

It is too bad that McColvin is debarred from the use of the railroad pass, which used to be used and abused by such as he and others in commercial life used to enjoy, but now cut off because the pass was considered in the light of a rebate and bribe of politicians. The prohibitive law as first presented in Congress eliminated all passes, and prohibited the railway companies from issuing a pass

to one of its employees for business purposes, so that if the company wished to send an engineer to the other end of a division of road to assign him to duty it would have to buy a ticket for him, and to head off this extreme prohibition, presidents and managers of various roads wired our convention then in session in Memphis, Tenn., to get after Congress and liberalize the law so that employees in active service could be given passes, and the convention responded with a volume of telegrams to congressmen and senators sufficient to secure the desired end, leaving the Grand Officers of the Order out of the consideration. They have paid their fare like McColvin has to do ever since, and as for the lack of appreciation of the pass by employees, McColvin does not state a fact by any possible means. The privilege is highly appreciated, and if there were more issued it would not make a particle of difference relative to McColvin's great concern about a 5 per cent increase in freight rates, for the employees would make the demands for an increase in wages, even if McColvin does think they are already getting too much for their services. He says:

"We are very much concerned in this matter. In case the Interstate Commerce Commission and shippers do agree to a 5 per cent increase in freight rates, how will it help the situation if this latest wage demand consumes every dollar the railways gain? Until this request for a 5 per cent increase was made, they probably had no idea this latest raise was contemplated by their trainmen, but under the circumstances, we think that railway employees, who are engaged in creating a very critical industrial situation, should receive no more favors from their employers as regards transportation than does the general public.

"Railway employees know full well that a strike would result in government operation until a settlement was reached and, perhaps, would encourage the advocates of general public ownership and other socialistic doctrines.

"If the railway employees who are already receiving more than they earn would stop and consider that the employees of state operated railways elsewhere receive nothing like the wages paid in the United States under private operation, they would desist from at-

tempts to bring on a critical situation. "Government employees, such as railway mail clerks, performing the most arduous duties, are now compelled to receive less wages than paid by railways, with less chance for promotion.

"E. L. MCCOLVIN,
"Business Manager, Chamber of Commerce, Norfolk, Va."

McColvin would be more consistent if he would confine his comparison of wages to this country, without ringing in government owned railroads in some other country where wages and cost of living do not compare with our conditions in the United States. If he could talk on less lines of personal interest he might have some influence upon the Interstate Commission and public opinion, and possibly upon the actions of the vast number of employees who are taking the risk of transportation business, and know more of their own needs than the business manager of any chamber of commerce.

Workmen's Compensation Bill.

WASHINGTON, D. C., July 17, 1913.

C. H. Salmons, *Editor and Manager Locomotive Engineers' Journal*, F. H. Pease, *Editor the Railway Conductor*, Cedar Rapids, Ia., D. L. Cease, *Editor and Manager the Railroad Trainmen*, Cleveland, O., John F. McNamee, *Editor and Manager B. of L. F. & E. Magazine*, Peoria, Ill.:

DEAR SIRS AND BROTHERS: In view of the fact that the International Brotherhood of Locomotive Engineers, with the advice of their Grand Chief and one of their Assistant Grand Chiefs, acting as National Legislative Representative, favored by resolution not only the principle of workmen's compensation, but the then pending bill, which has since been broadened and liberalized, largely through the influence of the Brotherhood of Locomotive Engineers and their authorized representative, and in view of the fact that the conventions of the Order of Railway Conductors and the Brotherhood of Railroad Trainmen and the Brotherhood of Locomotive Firemen and Enginemen have taken action each differing very materially from that of the Brotherhood of Locomotive Engi-

neers and the other, even when our interests in the matter are practically the same, and believing that an honest effort should be made to get such information into the hands of the full membership of our organizations as will give them the real facts as they exist on this subject, I am prompted to ask that the following notice be published in the official monthly magazine of each organization:

"It is my intention to compile for publication within the near future an unbiased symposium of views on workmen's compensation. I desire to devote a very large portion of this article to the individual expressions of the men in actual railroad service, who will be the direct beneficiaries of any law that is passed. I want from them frank and natural statements of their self-formed opinions on the subject, regardless of their affiliations, and would very much appreciate hearing from any and all railroad men who desire to write me at 101 B street S. E., Washington, D. C. I would be glad if in writing they would mention specifically the pending bill—S. 959 and H. R. 6534—and give their reasons for desiring its enactment or rejection, and inform me as to the source of their information, and also their own present employment, and in what labor organization, if any, they hold membership.

"I am sending to some of the local organizations certain literature calculated to interest those members who desire to acquaint themselves with the real facts in regard to the pending workmen's compensation bill; and I wish to issue this general invitation to railway employees, regardless of which organization they may belong to, to request documents on this subject. I have on hand a goodly supply of a simple statement of facts and a table of figures on the bill which is easy to understand and comprehend, and which will be of great value to those who read it. This document will be sent, first come first served, to those who apply to me at 101 B street S. E., Washington, D. C. Fraternally yours,

H. E. WILLS,
A. G. C. E. and National Legislative Representative B. of L. E."

LINKS.

I TAKE this opportunity to announce to all of the Brothers who wish to attend the union meeting in Kansas City that the time has been changed from the fifth Sunday of August to Sunday, Sept. 14, 1913, at the I. O. of O. F. hall, Sixth street and Minnesota avenue, Kansas City, Kan. Headquarters, Hotel Grund, Sixth street and Ann avenue, Kansas City, Kan.

There will be three meetings. First, from 9 o'clock a. m. to 12 o'clock a. m.; second, 2 o'clock p. m. to 6 o'clock p. m., and third, from 8 o'clock p. m. until the business of the meeting is concluded.

One of these meetings will be turned over to the chairman of the G. C. of A. to discuss the same question they were discussing at the last union meeting, one to a talk by the Grand Officer or Grand Officers present and one to the rank and file of the organization to discuss anything they wish to bring up for the good of the Order.

The reason the executive committee changed the time of the meeting from the fifth Sunday of August was to avoid interfering with the dates the union meetings are to be held in Chicago and St. Louis, as many of the Brothers wish to attend one of these meetings and also to attend here, and also we have invited all of the general chairmen of the roads running into Kansas City, and their meeting in Chicago should be adjourned by this time.

It should not be necessary for me to be compelled to impress upon the Brothers the importance of attending these meetings, as they are to keep up the interest in the Brotherhood. One Chief of a Kansas City division told me since the union meetings started that their attendance was much better than it had been in years. I find that there are 556 Brothers belonging to the seven Divisions in the two Kansas Cities and that, with the number that run into Kansas City that belong to adjacent Divisions, will run the number up to one thousand. At the last union meeting, which was counted a grand success, we found that our attendance from out of the city was better than

our home attendance, and I wish to again urge the Brothers that are working out of Kansas City the importance of attending the meeting.

The object of this union meeting is to allow the Brothers to become better acquainted, give them a chance to become better posted upon the important issues that are before the organization today, and to increase their interest and activity, thereby making them better Brotherhood men and making it a better Brotherhood.

As has been stated in the columns of this JOURNAL, we consider the last union meeting a grand success, and we would like to have you all come and make this one still better. Fraternally,

H. O. HUSKEY,

Publicity Secretary K. C. U. M.

At a meeting of City of the Straits Div. 812, Detroit, Mich., held Sunday, July 13, Bro. John L. Dingwall, being present, was called to the altar by the Chief Engineer, who, with appropriate remarks, presented him with an honorary badge—an emblem of 41 years of good and faithful service in the ranks—to which Brother Dingwall replied in part:

"Brothers, words fail to express how happy and proud I am as I stand here, where 41 years ago I was made a member of this grand and noble organization, to be entitled to wear this badge, and I hope each and every one of you will some day stand where I do today. Brothers, I thank you and the Grand Officers of this Organization."

Brother Dingwall, better known as "Jock," is a native of Scotland, as the name indicates, and he is proud of his nationality. He started railroading on the Caladonia Railway as fireman in 1866, was promoted to engine driver in 1869, and did firing and spare driving until 1871, when he came to Canada and entered the services of the Grand Trunk Railway as engineer in January, 1872, and has been in their employ continually since.

He became a member of Div. 70, Toronto, in 1872. While a member of this Division he took part in the great strike on the Grand Trunk, which took place in

1876, and was the most successful strike before or since. Engineers and firemen left their engines at 12 o'clock midnight, wherever they might be. He was transferred to the western division of the Grand Trunk in 1880, and ran between Chicago and Fort Gratiot. There being no Division at Fort Gratiot he was transferred to Div. 1, Detroit. But Div. 122 was soon organized at Fort Gratiot and was a charter member; afterwards Chief Engineer and Chairman of the Local Committee.

On his being appointed road foreman he was transferred back to Div. 1, Detroit being his headquarters. From there he became a charter member of Div. 812, composed entirely of Grand Trunk men, of which he is still a member, and at present assistant roundhouse foreman, at Milo Junction, Detroit.

Brother Dingwall has passed his 67th mile-post and is in the best of health, and by all appearances will be entitled to another badge for 80 years of membership. He would like to meet some of the old Grand Trunk engineers of 1876-77, and if any of them happen in Detroit just look up Old Jock, and he will take good care of you. Hoping you can find space in the JOURNAL for this little note,

Fraternally yours,

T. J., Div. 246.

DANVILLE, ILL., DIV. 100 is still on deck with flying colors and moving along very nicely, considering all things in general.

On June 19 we held our second annual union picnic of the B. of L. E., assisted by the ladies of Div. 26; and to say that it was a success from start to finish would not exaggerate it in the least; in fact, it could not be otherwise when we had on the Committee of Arrangements Brothers Jackson, Ducker and Watson, together with the committee of ladies.

We had expected our Grand Chief, W. S. Stone, to be with us on that day but right on the spur of the moment he was called to Washington, D. C., so we were disappointed; but still at the same time the Brothers can see that Brother Stone is heart and hand with the Brotherhood when he will give up a day of pleasure to mingle with the Brothers and their

families. No matter where he is—at home in his study, at his office in the B. of L. E. building or riding on the trains, his whole heart and mind are centered on the B. of L. E., what he can do to promote the welfare and conditions of the Brotherhood.

Bro. C. E. Long, of Charleston, Ill., Sec.-Treas. of the Legislative Board, was with us, but did not get there until late in the afternoon; but for all that, everybody gave him the glad hand and introduced him to everybody on the grounds.

After the Brothers and families had arrived in the morning the next thing and most important part to the engineers was the dinner, and those tables were loaded to the full tonnage with everything. When it came time to reduce so as to get in under the 16-hour limit you ought to have seen our General Chairman, Bro. E. F. McNulty, and some other Brothers. They must have eaten at a lunch counter for a few days so as to save their appetites for the chicken and other good things that the tables were groaning under. But everybody had their fill and there was plenty left for supper.

After dinner the orator of our Division, Bro. B. E. Jackson, in a few remarks, introduced Bro. T. J. Condon, of Springfield, Ill., representative of the Legislative Board of the State, and also adviser on legal authority. Brother Condon spoke for fully an hour, dealing with the Brotherhood and various things; also gave his history from the "throttle to the bar," which was very interesting, and goes to show what anybody can do if they will only put their shoulder to the wheel and push ahead. Some things in his remarks the Brothers could profit by if they would put them in practice.

After the close of this came the races for the prizes, which were too numerous to mention.

We had Brothers from Divisions 724, 606, 613, 27, 720 and other points. Everything went off smoothly and there was nothing to mar the occasion, and when it came time to separate they all wished for the time to roll around for the third annual picnic.

The committees, also the members of

Divisions 100 and 26, wish to thank Bros. Werren, Cramer and Tilton for their services in donating the use of their automobiles; also to Mr. Murray, who gave an exhibition of the Miller automatic control; and to the committees in charge—both the Brothers and ladies—for their work in making the picnic a success; and especially to Bro. D. E. Jackson, chairman, as he lost time to attend to different matters and a good deal of the burden fell on him.

May the picnic of June 19 never be forgotten, and when another year rolls around may we have another! It is a fine outing for a day. It does good by bringing together the Brothers and families and having one day of good old-fashioned dinner and sociability.

Now, Brothers, get busy, and let us have something else when the weather is cool.

In conclusion, the writer, along with the Brothers of Div. 100, extend many thanks and congratulations to the ladies for the dinner that was served and only hope that they will come again.

Thanking you for the space in the JOURNAL and with best wishes for the welfare of the Brotherhood, I remain,

Yours fraternally,

CHAS. PATTERSON,

Sec.-Treas. Div. 100.

This matter should have appeared in the August JOURNAL, but unfortunately got misplaced, very much to our regret.
—EDITOR.

THE B. & O. Annual Picnic.—The thirty-second annual reunion of the Baltimore & Ohio employees, known as the "Jennie Smith" picnic, was held at the usual place, Island Park, Harper's Ferry, W. Va., on July 31. This custom was commenced in 1881.

On July 4, Brother Colgan, with his son, sailed on the "City of Manitoba" for a three months' trip abroad.

Before leaving Toronto, Div. 70, of which he is an honorary member, presented him with a beautiful traveling bag, and Brother Mills also gave him, as a token of his friendship, a gentleman's companion. Both gifts were much ap-



BRO. JOHN COLGAN, DIV. 70.

preciated, and will no doubt be found very useful on his extended trip.

A WELL WISHER.

Miners' Victory.

The senatorial investigation of the West Virginia situation has been so effective that peace has been restored in the coal fields of Cabin Creek, Paint Creek and part of the New River district. Martial law has been withdrawn; civil law has been restored, and mine workers are free to purchase where they please. An average of 10 per cent increase in wages has been allowed. A nine-hour day has been established. The check-off system will be put into operation. Check weighmen have been arranged for, and complete recognition of the United Mine Workers of America secured. The main issue, namely, that of the abolition of the Baldwin and other private guards, has been settled to the entire satisfaction of the Mine Workers. Governor Hatfield has enforced the order of the Legislature of the state against a continuation of the old "guard" system. As a result of agreement, 40,000 miners became part of the United Mine Workers' Union.
— *Washington Letter*.

SPECIAL NOTICES

Sec. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

371—Clem Welker, will please correspond with the S.-T. Div. 371.

Will Bro. H. L. Young, member of Div. 98, who is presumed to be in the vicinity of Los Angeles, Cal., kindly communicate with his Division at once, S.-T. Div. 98.

Will Bro. W. E. Smith, member of Div. 254, kindly communicate with his Division at once, S.-T. Div. 254.

Twenty-five dollars will be paid for information relative to Edward Watts and Fred Cohn, who were in Denver, Colo., about four years ago. Kindly address their brother-in-law, Mr. W. A. Hinkle, Great Falls, Mont.

Traveling card belonging to Bro. G. W. Duge, member of Div. 167, was stolen in Cincinnati, O. If found or presented for favors kindly take up and forward to Bro. G. W. Duge, S.-T. Div. 167, 6509 Quinby avenue N. E., Cleveland, O.

Wanted—To know the present whereabouts of one Samuel A. Minter, who has not been heard from since June 7, 1913. Kindly address his wife, Mrs. S. A. Minter, 828 East 3rd street, Cincinnati, O.

Should this meet the eye of Charlie, Frank or Mike Currie, will they please communicate with their Brother James Currie, 915 W. 7th street, Ft. Worth, Tex.

The whereabouts of C. F. W. Shumacker, who a few years ago was employed on the Intercoastal Railway of Mexico, got a leave of absence and has not been heard from since. Anyone knowing him or of him will confer a great favor upon his father, by addressing P. A. Shumacker, Fullerton, Cal.



Bro. R. H. Keesee, Div. 401, and his wife are equally distressed because their oldest boy, leaving home early in June, has only been heard from once, when he was in Bristol, Tenn. He is described as 15 years of age, slenderly built, shabbily dressed, and paralyzed in the right shoulder, so he cannot raise arm only from elbow to head; has a fair education and loves farm work. Our Brother wants the assistance of members of the Order in locating him if possible, and anyone knowing anything of him will confer a great favor by corresponding with Bro. R. H. Keesee, Mayport, Fla., or Mrs. R. H. Keesee, the distracted mother, 115 N. Jefferson street, Roanoke, Va.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Jackson, Mich., July 17, collision, Bro. Geo. S. Heacock, member of Div. 2.

Buffalo, N. Y., July 18, acute diabetes, Bro. Edward Kelly, member of Div. 15.

Buffalo, N. Y., July 28, apoplexy, Bro. John Kreiger, member of Div. 15.

Portland, Me., July 28, cancer, Bro. J. F. Webber, member of Div. 40.

Meadville, Pa., Aug. 13, suicide, Bro. C. J. Schell, member of Div. 43.

Hornell, N. Y., Aug. 11, cancer, Bro. Patrick McIntyre, member of Div. 47.

Milwaukee, Wis., Aug. 13, apoplexy, Bro. Louis Schmutzler, member of Div. 66.

Philadelphia, Pa., July 18, suicide, Bro. L. S. Faber, member of Div. 71.

Madison, Wis., July 16, Bro. C. M. Warren, member of Div. 73.

Louisville, Ky., July 27, gastritis, Bro. Geo. Wilkes, member of Div. 78.

Louisville, Ky., July 8, old age, Bro. J. H. Feathers, member of Div. 78.

Philadelphia, Pa., July 11, Bro. Wm. F. Conk, member of Div. 109.

River Edge, N. J., Feb. 1, apoplexy, Bro. Joel H. Russell, member of Div. 145.

New York, N. Y., July 17, diabetes, Bro. Geo. Munger, member of Div. 145.

McKees Rocks, Pa., May 19, Bro. James Fogarty, member of Div. 148.

St. Paul, Minn., July 30, apoplexy, Bro. E. L. Olds, member of Div. 150.

Garrett, Ind., July 24, Bright's disease, Bro. I. D. Moore, member of Div. 153.

Reno, Nev., April 8, Bro. Wm. F. Brown, member of Div. 158.

Kahului, Mani, Honolulu, July 4, Bro. H. W. Carr, member of Div. 161.

San Francisco, Cal., July 16, tumor, Bro. Winfred N. Silsby, member of Div. 161.

Moncton, N. B., July 14, enlargement of liver, Bro. Alex. R. Price, member of Div. 162.

E. Hartford, Conn., Aug. 7, appendicitis, Bro. John Curtin, member of Div. 205.

Baird, Tex., July 21, Bro. J. N. Goforth, member of Div. 212.

Altoona, Wis., April 27, collision, Bro. E. R. Shute, member of Div. 241.

Eau Claire, Wis., May 29, Bright's disease, Bro. John James, member of Div. 241.

Charleston, Ill., July 24, engine turned over, Bro. Anthony Baker, member of Div. 245.

Elkhart, Ind., Aug. 11, heart failure, Bro. E. G. Reynolds, member of Div. 248.

Richmond Hill, L. I., Aug. 7, stomach trouble, Bro. W. C. Haney, member of Div. 269.

Covington, Ky., Aug. 8, Bro. W. K. Sechrist, member of Div. 271.

Petersburg, Va., June 27, Bro. G. W. Nunally, member of Div. 291.

Green Bay, Wis., July 27, Bro. F. J. O'Connor, member of Div. 297.

Green Bay, Wis., July 27, Bro. Albert Kleinschmidt, member of Div. 297.

Alexandria, Va., Aug. 3, struck by train, Bro. W. A. Moore, member of Div. 317.

Rutland, Vt., April 25, pneumonia, Bro. C. F. Dennis, member of Div. 347.

New London, Conn., July 23, Bro. Patrick Fitzgerald, member of Div. 348.

Delphos, O., July 21, dropsy, Bro. Marvin Thurston, member of Div. 358.

Rosenberg, Tex., Aug. 7, Bro. John Hopkins, member of Div. 366.

Houston, Tex., July 18, boiler explosion, Bro. Alfred Tyler, member of Div. 366.

Atlanta, Ga., July 29, malaria fever, Bro. J. J. Lowler, member of Div. 368.

Pittsburgh, Pa., July 24, Bro. John C. Miller, member of Div. 370.

Conemaugh, Pa., July 17, Bro. David Courter, member of Div. 406.

Tusculum, Ala., July 19, suicide, Bro. A. L. Hackworth, member of Div. 423.

Star, N. C., June 6, wreck, Bro. R. C. Blaylock, member of Div. 435.

Natick, Mass., Aug. 14, hemorrhage, Bro. C. H. Reynolds, member of Div. 439.

Weymouth, Mass., July 18, cancer, Bro. S. Stevenson, member of Div. 439.

Husted, Colo., Aug. 12, injuries received in wreck, Bro. Wm. Lipperd, member of Div. 451.

St. Paul, Minn., May 7, heart failure, Bro. Frank Farrell, member of Div. 474.

Smithville, Tex., Jan. 8, pneumonia, Bro. Z. I. Allen, member of Div. 475.

Kansas City, Mo., July 25, cancer, Bro. J. R. Morton, member of Div. 491.

Kansas City, Kans., July 20, cancer, Bro. Geo. J. Reagan, member of Div. 491.

Whitefish, Mont., July 28, derailment, Bro. P. L. Forcum, member of Div. 499.

Algiers, La., Aug. 6, Bro. Patrick Donner, member of Div. 531.

Etowah, Tenn., Aug. 6, running into washout, Bro. S. K. Farris, member of Div. 547.

Point Levi, Quebec, Can., May 18, heart disease, Bro. Geo. H. Goddard, member of Div. 558.

Richmond, Va., Aug. 4, apoplexy, Bro. J. A. Smith, member of Div. 561.

Erie, Pa., July 29, kidney trouble, Bro. Wm. A. McClain, member of Div. 565.

St. Louis, Mo., July 14, Bro. L. W. Moseley, member of Div. 595.

McCook, Neb., July 26, cerebral hemorrhage, Bro. F. W. Bosworth, member of Div. 623.

Memphis, Tenn., Feb. 26, Bro. Al Ault, member of Div. 672.

Memphis, Tenn., May 25, Bro. L. F. Vanderburg, member of Div. 672.

Memphis, Tenn., June 29, Bro. Sam Ledder, member of Div. 672.

Minot, N. D., July 27, collision, Bro. Mike Hein, member of Div. 695.

Columbus, Miss., Aug. 5, heart failure, Bro. J. W. Broom, member of Div. 719.

El Dorado, Ark., July 18, Bro. J. E. Wells, member of Div. 738.

Shreveport, La., July 21, apoplexy, Bro. W. M. Layton, member of Div. 789.

Waterville, Me., Aug. 10, neuralgia of the heart, Bro. N. W. Downs, member of Div. 814.

Tampa, Fla., July 16, tuberculosis, Bro. P. A. Powers, member of Div. 823.

El Paso, Tex., June 25, tuberculosis, Bro. J. L. Geary, member of Div. 827.

Abbeville, S. C., July 22, Mr. D. F. Andrews, father of Bro. D. F. Andrews, member of Div. 498.

Jersey Shore, Pa., Aug. 12, mother of Bro. J. J. Emlin, member of Div. 424.

Connellsville, Pa., July 22, ptomaine poisoning, Mrs. James Moore, wife of Bro. James Moore, member of Div. 50.

Grand Rapids, Mich., Aug. 4, Bro. Thomas J. Van Wormer, 77 years old. While Brother Van Wormer was not among the twelve who obligated themselves in Detroit in May, 1863, W. D. Robinson, G. C. E., in a letter to the JOURNAL dated April 28, 1898, says that several others who were not chosen to go to Detroit on that date were to alternate in getting to Detroit and take the obligation in Div. 1, and said that Tom Van Wormer was to represent the men on the Michigan Central & Northern Indiana, so that it is consistent to accord to him the honor of being one of the originators of the Order of the Footboard, the name of which was changed to the B. of L. E. He is accredited with being the engineer on the first engine into Grand Rapids in 1862. He held continuous membership in the Order for 50 years, and so far as we know is the last of those who have any place in the records as having been a part of the organizing number. He was made an honorary member of the G. I. D. because of his early association with the Order, and his continued loyalty to it, and the appreciation of the Order—through the delegates in various Conventions—has been evidenced through the assistance given him in his declining days. Peace to his ashes. Honor to his name.—EDITOR.

ADMITTED BY TRANSFER CARD

Into Division—

- 5—J. M. Baker, from Div. 126.
- W. D. Reeder, D. L. Reeder, from Div. 676.
- 23—A. F. Hughes, from Div. 779.
- 33—A. Button, from Div. 304.
- 48—E. G. Dawson, from Div. 178.
- 59—O. F. Parker, Chas. A. Van Alslyne, from Div. 63.
- 66—C. L. Kirkbride, from Div. 81.
- 109—Edwin D. Huber, from Div. 373.
- 110—F. P. Wadleigh, from Div. 277.
- J. S. Greer, from Div. 219.
- 150—C. G. Converse, from Div. 576.
- 177—W. R. Morgan, from Div. 201.
- 197—H. H. Kasten, C. W. Lason, from Div. 224.
- F. C. Martinez, from Div. 676.
- 220—A. R. Brown, from Div. 19.
- 222—John Mikan, from Div. 324.
- 275—J. E. Peeler, from Div. 355.
- 300—Virgil A. Sanders, from Div. 36.
- 314—W. L. Thurston, from Div. 557.
- 319—D. G. Doran, from Div. 227.
- 348—C. O. Taylor, from Div. 171.
- 370—John Lynch, from Div. 314.
- 392—L. C. Emfield, from Div. 362.
- 398—Thos. Collins, from Div. 662.
- 442—Geo. Bennett, J. C. Foley, from Div. 216.
- 458—Thos. Lawanda, from Div. 615.
- 529—R. S. Boynton, from Div. 519.
- 530—V. B. Johnson, from Div. 201.
- 563—C. B. Patterson, from Div. 539.
- 583—Noble Oliver, from Div. 818.

Into Division—

- 609—L. E. Turner, from Div. 539.
 627—Daniel Sexton, from Div. 306.
 654—D. F. McNeal, from Div. 816.
 695—Wm. Kohn, from Div. 549.
 706—A. R. Smith, from Div. 239.
 713—H. C. Lydick, from Div. 515.
 714—Ollie Bailey, from Div. 761.
 716—Leonard Dobbin, from Div. 583.
 739—J. F. Davis, from Div. 186.
 757—Geo. L. Bowden, Plummer O. Cannon, from Div. 565.
 782—A. B. Cox, from Div. 514.
 796—Arthur P. Rogers, from Div. 262.
 R. J. Butterworth, from Div. 136.
 N. T. Fenby, E. C. Neherring, from Div. 764.
 801—H. E. Bradford, from Div. 23.
 816—Ed W. Towns, from Div. 76.
 T. B. Irving, Frank Nunn, H. Swithinbank, J. Partington, from Div. 764.
 823—C. H. Battle, from Div. 769.
 J. J. Reilly, from Div. 86.
 824—J. H. Brown, from Div. 502.
 826—James Smith, from Div. 478.
 827—Paul Perkins, from Div. 697.
 B. F. Horton, from Div. 729.
 829—W. R. Cundiff, T. H. Hines, from Div. 215.
 831—L. Griffith, J. F. Griffith, from Div. 218.
 834—Pat Linehan, from Div. 219.
 836—Wm. Baldwin, A. G. Beach, George Beardsley, J. J. Brownlee, H. R. Calehan, H. M. Clark, O. J. Christensen, W. G. Cundy, H. E. Dart, W. W. Dunn, W. T. Emerson, E. Hamilton, C. A. Johnson, W. L. Keene, B. F. Little, Thos. McCaul, L. C. McDonough, Chas. Neimiller, James Ruff, B. J. Smith, Lou Tenny, Frank Warren, B. F. Walker, G. F. Warrington, J. G. Weaver, W. R. Young, from Div. 801.
 887—J. H. Buchanan, from Div. 133.
 M. C. Dunn, from Div. 341.
 Geo. W. Herrett, from Div. 247.
 Chas. Lawell, from Div. 189.
 Fred Bowler, D. Brunton, Arthur Culverson, J. J. Coulter, Robert Carmichael, George Dodson, D. M. Fairman, R. E. Fair, John Firby, Jos. Hawkins, Jos. La Belle, Jos. Reynolds, W. Elgin Smith, John Shaw, R. W. Wilson, T. C. Wilson, W. W. Walters, from Div. 728.

WITHDRAWALS**From Division—**

489—Geo T. Jennings.

From Division—

756—D. E. Casner.

REINSTATEMENTS**Into Division—**

- 81—Thos. H. Lewis.
 83—P. J. Sibbald.
 50—Jesse Whaley.
 D. A. Miller.
 G. W. Twigg.
 78—F. Q. Hayden.
 89—Wm McCulloch.
 98—I. F. Taylor.
 99—Atlas Woods.
 H. L. Scarbrough.
 118—E. Peacock.
 129—John Donlon.
 153—H. A. Marvin.
 Frank Wappis.
 155—Henry Diergo.
 182—C. G. Graham.
 196—Ham. Cunningham.
 210—R. L. Morrison.
 Earl B. Denman.
 236—J. O. Aumann.
 241—James Delmore.
 M. H. Clune.
 270—T. H. Cruse.
 286—Samuel Jasperson.
 289—A. J. Bultman.
 314—John Lynch.
 353—W. Edmunds.
 357—L. C. Aaby.

Into Division—

- 399—H. H. Vaughn.
 401—O. A. Wygal.
 406—J. F. Dunmyer.
 472—John T. Swindell.
 478—James Smith.
 502—Joseph H. Brown.
 507—John Stowe.
 514—A. B. Cox.
 523—R. E. Fields.
 529—Wm. McCallam.
 539—D. E. Fitzgerald.
 554—H. M. Smith.
 556—F. M. Truitt.
 576—James Lynch.
 615—T. Lawanda.
 617—O. T. Smith.
 623—J. H. Snyder.
 624—W. J. Bush.
 C. W. Carson.
 650—S. C. De Lano.
 670—John Hoss.
 683—Frank De Laby.
 689—J. A. Carson.
 697—H. C. Sharp.
 703—L. Reese.
 713—Geo. W. Penwarden.
 733—H. A. Nickerson.
 784—W. J. Kelly.

EXPELLED**FOR NON-PAYMENT OF DUES.**

- 19—J. O. Hollett,
 C. Davis,
 M. Curley,
 S. Akers,
 Alex. Trotter
 A. C. Gibbons,
 J. A. Vanness,
 C. P. Pancake,
 Wm. Fitzgerald.
 37—Harve Westenhaber
 39—L. Dixon.
 47—F. A. Richardson.
 A. L. Howd.
 78—Ed C. Kennedy.
 89—Thos. Watson.
 145—F. Clark.
 161—E. D. Orsborn.
 170—E. L. Armstrong.
 187—W. H. Larkin.
 251—H. A. Messenger.
 262—R. N. Beall.
 S. E. Cutler.
 281—J. J. Mann.
 284—Edgar Foy.
 309—F. C. Ferreira, Jr.
 J. L. Alverez.
 372—J. E. Moquin.
 384—Wm. C. Covert.
 396—La Force Day.
 427—J. W. Wilder.
 438—W. E. Haveron.
 A. L. McClelland,
 P. A. Olson.
 438—J. n Vengas,
 James Vickers.
 J. J. McGrath,
 L. L. Hopper.
 C. W. Avery.
 442—A. Y. Lyons.
 444—W. F. Snider.
 461—James Reagan.
 478—Edw. W. Krohn.
 Wm. C. Ten Eyck.
 495—J. A. Freeman.
 562—W. A. Hunt.
 563—Fred Miller.
 R. B. Rickard.
 619—T. K. Redding.
 624—C. E. Bradford,
 N. Laplant,
 C. L. Lander.
 628—W. T. Jones.
 636—J. P. Simms.
 Thos. Wilson, Jr.
 651—Frank D. Price.
 665—A. E. Etaw.
 672—W. T. Stephens.
 C. J. Beashears.
 680—J. W. Irby.
 706—C. C. Morris.
 E. B. Judge.
 724—F. Rine,
 C. F. Potter,
 J. L. Ready.
 810—H. C. Gaylord,
 J. F. Guseman.

FOR OTHER CAUSES.

- 4—Walter Heckman, non-payment of dues and forfeiting insurance.
 26—R. V. Tuck, non-payment of dues and forfeiting insurance.
 28—Frank Benedict, not corresponding with Division and non-payment of dues.
 36—E. W. Shmel, non-payment of dues and dropping insurance.
 97—T. E. Massey, non-payment of dues and failing to take out insurance.
 146—M. D. Mansfield, violation of obligation.
 210—B. T. Massey, intoxication.
 239—C. C. Kirby, unbecoming conduct.
 248—W. H. Roose, non-payment of dues and forfeiting insurance.
 284—W. A. Hite, Alex. Poe, non-payment of dues and forfeiting insurance.
 319—Geo. F. Welsh, R. L. Hamilton, forfeiting insurance.
 382—C. D. Harrington, non-payment of dues and forfeiting insurance.
 383—J. R. Williams, non-payment of dues and forfeiting insurance.
 386—J. N. Albright, non-payment of dues and forfeiting insurance.
 400—R. G. Rackley, W. G. Miller, non-payment of dues and forfeiting insurance.
 435—C. C. Bethune, non-payment of dues and forfeiting insurance.
 492—Roy H. Fromberg, keeping a saloon.
 519—Evert Bragg, non-payment of dues and forfeiting insurance.
 548—L. W. Fields, violation of Sec. 52, Statutes.
 589—W. E. Gordon, W. H. Davis, non-payment of dues and forfeiting insurance.
 591—C. F. Wolford, J. J. Stultz, non-payment of dues and failure to correspond with Div.
 657—C. Bazley, non-payment of dues and not corresponding with Division.
 683—Wm. H. Read, J. C. Mulcare, non-payment of dues and forfeiting insurance.
 730—Frank J. Shell, forfeiting insurance.
 824—J. A. McClellan, unbecoming conduct.
 Through a mistake on the part of the S.-T. of Div. 153, Bro. C. V. Carlson was reported as expelled and so published in the August JOURNAL. Brother Carlson is a member in good standing of Div. 153.
 Through a mistake on the part of the S.-T. of Div. 734, Bro. Thos. Colley was reported as expelled and so published in the August JOURNAL. Brother Colley is a member in good standing of Div. 734.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

The B. of L. E. Journal.

CHANGE OF ADDRESS.

Name.....Division No.....

Box or Street and No.....

Postoffice.....State.....

OLD ADDRESS.

Postoffice.....State.....

Be Sure and Give Old Address and Division Number.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 910-913.

SERIES L.

OFFICE OF ASSOCIATION, ROOM 1136, B. OF L. E. BLDG.
CLEVELAND, OHIO, Sept. 1, 1913.

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 100, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders **PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER.** Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
837	J. G. Demmerle ...	54	294	Oct. 22, 1899	May 23, 1913	Cerebral hemorrh'ge	\$3000	Gert'e M. Demmerle, d
838	E. T. Parlett.....	60	353	Nov. 5, 1898	June 25, 1913	Left arm amp'd...	1500	Self.
839	Chas. Fritz.....	73	430	Jan. 12, 1880	June 30, 1913	Cerebral hemorrh'ge	3000	Emma E. Fritz, w.
840	Harry W. Carr....	44	161	May 10, 1905	July 4, 1913	Suicide.....	1500	Pearl Carr, w.
841	C. J. Jaffaux.....	48	84	June 22, 1904	July 10, 1913	Dropsy.....	3000	Mattie Jaffaux, w.
842	Frank Wright.....	52	599	Feb. 13, 1891	July 12, 1913	Killed.....	1500	May E. Wright, w.
843	John H. Feather...	73	78	May 4, 1880	July 13, 1913	Senility.....	3000	Estate.
844	L. W. Mosely.....	48	595	Apr. 1, 1903	July 14, 1913	Heart disease...	3000	Elizabeth Mosely, w.
845	Henry Diener.....	48	176	Jan. 29, 1907	July 14, 1913	Cerebral hemorrh'ge	1500	Nora Diener, w.
846	Richard Flint.....	56	295	Mar. 21, 1893	July 15, 1913	Pneumonia.....	1500	Catherine B. Flint, w
847	W. N. Silsby.....	31	161	May 23, 1913	July 16, 1913	Tumor.....	1500	Emma H. Silsby, m
848	P. A. Powers.....	32	823	May 21, 1911	July 16, 1913	Tuberculosis...	1500	Gladys M. Powers, d
849	C. M. Warren.....	54	73	Jan. 25, 1885	July 16, 1913	Killed.....	3000	Jessie M. Warren, w.
850	F. J. Rosbach.....	56	599	Jan. 30, 1902	July 16, 1913	Uremia poisoning.	1500	Cora E. Rosbach, w.
851	G. A. Munger.....	63	145	Sept. 18, 1897	July 17, 1913	Cerebral hemorrh'ge	1500	Eliza'th A. Munger, w
852	L. S. Faber.....	47	71	Dec. 15, 1901	July 17, 1913	Suicide.....	1500	Catherine Faber, w.
853	David Courter...	67	406	Feb. 5, 1887	July 17, 1913	Result of operation	1500	Kate Courter, w.
854	Geo. S. Heacock...	72	2	Jan. 21, 1888	July 17, 1913	Killed.....	4500	Mary Heacock, w.
855	Alfred Tyler.....	54	366	Sept. 15, 1897	July 18, 1913	Killed.....	3000	Pauline Tyler, w.
856	Edward Kelly.....	56	15	Nov. 13, 1897	July 18, 1913	Diabetes.....	3000	Edward J. Kelly, s.
857	O. R. Elliott.....	42	675	Jan. 7, 1900	July 18, 1913	Right eye removed	1500	Self.
858	Samuel Stevenson	67	439	Aug. 30, 1888	July 18, 1913	Cancer.....	4500	Sons.
859	Jas. E. Wells.....	44	738	Dec. 15, 1908	July 18, 1913	Gall stones.....	1500	Mittie J. Wells, w.
860	A. L. Hackworth...	33	423	Apr. 29, 1908	July 19, 1913	Suicide.....	1500	Wife and son.
861	Chas. C. Walker...	55	500	Apr. 30, 1892	July 19, 1913	Nephritis.....	4500	Laura A. Walker, w.
862	J. R. Morton.....	50	491	Feb. 20, 1897	July 20, 1913	Sarcoma of liver..	1500	Anna R. Morton, w.
863	Geo. J. Reagan....	48	491	May 27, 1897	July 21, 1913	Carcinoma.....	1500	Mrs. M. O. Grady, s.

No. of Age	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability	Am't of Ins.	To Whom Payable.
864	J. N. Gofarth	46	212	Jan. 8, 1905	July 21, 1913	Killed	\$3000	Dora Gofarth, w.
865	W. M. Layton	47	789	Dec. 19, 1904	July 21, 1913	Apoplexy	1500	Nannie M. Layton, m
866	I. D. Moore	58	153	Mar. 3, 1882	July 24, 1913	Bright's disease	3000	G. A. Moore, w.
867	Anthony Baker	29	245	Feb. 28, 1909	July 24, 1913	Killed	3000	Grace E. Baker, w.
868	Marion Thurston	51	358	Jan. 20, 1893	July 24, 1913	Dropsy	1500	Philom'a Thurston, w.
869	Frank Q. Hayden	43	78	Nov. 27, 1905	July 24, 1913	Cholecystitis	1500	Elizabeth Hayden, w
870	John C. Miller	63	370	Feb. 10, 1896	July 24, 1913	Hemiplegia	3000	Sarah Miller, w.
871	J. F. Webber	71	40	Jan. 8, 1880	July 26, 1913	Cancer	3000	Daughters.
872	Alb. Klienschmidt	28	297	Jan. 15, 1911	July 26, 1913	Killed	3000	Len'eKlienschmidt w
873	Frank J. O'Connor	42	297	Apr. 17, 1910	July 26, 1913	Killed	3000	Mary G. O'Connor, w
874	F. W. Bosworth	54	623	Apr. 1, 1906	July 26, 1913	Cerebral hemorrhage	1500	Min. J. Bosworth, w.
875	George Wilkes	63	78	Oct. 5, 1886	July 27, 1913	Gastritis	4500	Annie M. Wilkes, w.
876	Mike Hein	42	695	May 7, 1906	July 27, 1913	Killed	4500	Sister and brother.
877	Wm. A. McClain	54	565	Aug. 24, 1903	July 28, 1913	Nephritis	1500	Isabella McClain, w.
878	G. H. Buckingham	45	71	Jan. 28, 1900	July 28, 1913	Uremic coma	3000	F. L. Buckingham, w
879	P. L. Forcum	38	499	Feb. 8, 1905	July 28, 1913	Killed	1500	Mame P. Forcum, w.
880	John Krieger	59	15	Feb. 27, 1897	July 28, 1913	Apoplexy	1500	Bridget A. Krieger, w
881	Jos. J. Lawler	37	368	Mar. 20, 1904	July 29, 1913	Malaria fever	3000	Lillie P. Lawler, w.
882	G. K. Funk	54	74	Dec. 6, 1908	July 30, 1913	Killed	1500	Genevieve E. Funk, w.
883	Geo. L. Bodley	63	302	Dec. 27, 1896	July 30, 1913	Septic infect'n neck	1500	Anna Bodley, w.
884	Edwin L. Olds	54	150	Jan. 14, 1900	July 30, 1913	Cerebral apoplexy	3000	Annie M. Olds, w.
885	John S. Davis	49	78	Dec. 26, 1897	July 31, 1913	Killed	3600	Laura E. Davis, w.
886	Richard F. Crean	57	387	Nov. 27, 1904	Aug. 2, 1913	Carcinoma	1500	Bridget C. Crean, w.
887	Louis Schmutzler	57	66	Mar. 16, 1902	Aug. 3, 1913	Cerebral hemorrhage	1500	Minnie Schmutzler, w
888	John L. Crowner	42	727	May 17, 1903	Aug. 4, 1913	Appendicitis	1500	Florence Crowner, w
889	E. R. Humphreys	61	466	May 31, 1898	Aug. 4, 1913	Chronic gastritis	2250	Sarah Humphreys, w
890	T. H. Van Wormer	83	286	Jan. 1, 1888	Aug. 4, 1913	Apoplexy	3000	M. G. Van Wormer, d
891	John A. Smith	60	561	Aug. 22, 1892	Aug. 4, 1913	Apoplexy	1500	Mary H. Smith, w.
892	D. E. Shaffer	51	50	May 3, 1902	Aug. 5, 1913	Carcinoma	1500	Hattie B. Shaffer, w.
893	Patrick Donner	76	531	Apr. 26, 1887	Aug. 6, 1913	General debility	3000	Agnes C. Donner, d.
894	John Hopkins	49	366	Mar. 6, 1906	Aug. 7, 1913	Killed	1500	P. P. Hopkins, b.
895	John Curtin, Jr.	39	205	July 10, 1905	Aug. 7, 1913	Peritonitis	1500	Mary Curtin, w.
896	E. D. Eaves	39	686	Dec. 7, 1905	Aug. 7, 1913	Tuberculosis	1500	Mary Eaves, w.
897	Wm. C. Haney	31	269	Jan. 23, 1911	Aug. 7, 1913	Appendicitis	1500	Sadie Haney, w.
898	Chas. G. Johnson	38	143	Nov. 3, 1907	Aug. 7, 1913	Acute dilat'n of heart	3000	Mary Johnson, w.
899	Wm. K. Sechrest	38	271	May 30, 1904	Aug. 8, 1913	Killed	4500	Myrtle Sechrest, w.
900	Patrick Gough	48	434	Jan. 1, 1905	Aug. 8, 1913	Paralysis	3000	Mary Gough, w.
901	Geo. W. Tuthill	59	305	Feb. 7, 1903	Aug. 8, 1913	Cancer of stomach	1500	Oliver A. Tuthill, w.
902	J. F. DeMar	39	177	July 2, 1910	Aug. 9, 1913	Killed	3000	Viola DeMar, w.
903	N. W. Downs	59	814	Apr. 15, 1900	Aug. 10, 1913	Heart failure	1500	Flora E. Downs, w.
904	Patrick McIntyre	56	47	Mar. 20, 1891	Aug. 11, 1913	Cancer	1500	Hannah McIntyre, s
905	Wm. W. Lipperd	48	451	Mar. 2, 1904	Aug. 13, 1913	Killed	1500	Annie Lipperd, w.
906	J. D. Burkley	28	537	Apr. 28, 1912	Aug. 13, 1913	Dilat'n of stomach	3000	Adeline M. Burkley, w
907	C. J. Schell	53	43	June 26, 1891	Aug. 13, 1913	Suicide	1500	Elizabeth Schell, w.
908	E. L. Shafferman	35	437	Mar. 21, 1911	Aug. 13, 1913	Killed	1500	Agnes Shafferman, w
909	R. H. Cage	31	416	Feb. 5, 1907	Aug. 15, 1913	Typhoid fever	1500	Georgia Cage, w.
910	John H. Perry	38	448	Mar. 14, 1899	Aug. 15, 1913	Killed	750	Ella A. Perry, w.
911	W. B. Davis	41	296	Sept. 24, 1906	Aug. 16, 1913	Sunstroke	1500	Mary Davis, w.
912	David R. Sams	34	34	Dec. 1, 1912	Aug. 16, 1913	Killed	1500	Grace Sams, w.
913	F. C. Cronkhite	55	248	Feb. 20, 1892	Aug. 18, 1913	Myocarditis	1500	Nellie E. Cronkhite.

Total number of claims, 77. Total amount of claims, \$171,000.00.

Financial Statement.

CLEVELAND, O., Aug 1, 1913.	
MORTUARY FUND FOR JULY.	
Balance on hand.....	\$237,620 98
Paid in settlement of claims.....	160,423 90
Surplus.....	\$ 77,197 08
Received by assessments 686-689 and back assessments.....	\$153,976 62
Received from members carried by the Association.....	1,731 79
Interest for July, 1913.....	584 46
Balance in bank July 31, 1913.....	\$233,489 95
SPECIAL MORTUARY FUND.	
Balance on hand.....	\$174,106 45
Received for July, 1913.....	17,694 13
Interest from June 30 to July 31, 1913.....	631 35
Total.....	\$192,431 93
Paid for bonds.....	70 83
Balance in bank July 31, 1913.....	\$192,361 10
EXPENSE FUND FOR JULY.	
Balance on hand.....	\$54,203 76
Received from fees.....	380 40
Received from 2 percent.....	3,538 84
Interest from June 30 to July 31, 1913.....	179 09
Total.....	58,302 09
Expenses during month of July, 1913.....	3,689 80
Balance in bank July 31, 1913.....	\$54,612 29

Statement of Membership.

FOR JULY, 1913.	
Classified represents:	\$750 \$1,500 \$2,250 \$3,000 \$3,750 \$4,500
Total membership June 30, 1913.....	1,864 42,502 142 19,007 10 4,015
Applications and reinstatements received during the month.....	219 144 34
Totals.....	1,864 42,721 142 19,151 10 4,049
From which deduct policies terminated by death, accident, or otherwise.....	14 106 35 7
Total membership July 31, 1913.....	1,850 42,615 142 19,116 10 4,042
Grand total.....	67,775

WEEKLY INDEMNITY CLAIMS PAID AUGUST 1, 1913.

Cl'im	Div.	Name	Amount Paid	Cl'im	Div.	Name	Amount Paid
6-1	150	P. J. Bayorgeon	\$34 29	681	708	Robert Meeks	\$20 00
622	386	G. L. Armstrong	32 14	682	206	George Corbin	84 29
623	448	J. T. Cook	48 57	683	203	H. A. Reimers	54 29
624	210	J. L. Fleckling	8 57	684	778	W. G. Nicholson	64 29
625	27	Robert L. Petrie	42 86	685	139	H. N. Wilder	60 00
626	210	J. T. Clower	42 86	686	664	M. F. Rittinghouse	139 29
627	585	J. A. Lightfoot	40 00	687	448	E. W. Price	57 14
628	203	Thos. Wilcox	30 00	688	448	R. R. Biggs	37 14
629	646	N. W. Taylor	91 43	689	201	Thomas Fraser	20 00
630	647	M. C. McNulty	22 86	690	21	John Donovan	22 86
631	511	J. H. Dunn	88 57	691	501	G. R. Wilkinson	51 43
632	72	J. A. Scott	17 14	692	738	J. N. Smith	80 00
633	190	J. F. Durrett	114 29	693	792	James Bishop	36 43
634	126	Wm. R. Topham	5 71	694	265	J. M. Gayle	17 14
635	448	R. P. Jess	25 71	695	400	W. W. Pfeuger	21 43
636	216	John Roma	40 00	696	66	Frank Ottaway	15 00
637	496	Austin L. Brooks	14 29	697	155	T. W. Owen	25 71
638	84	W. M. Gaffney	17 14	698	606	Chas. E. Congou	15 00
639	69	A. E. Arnold	20 00	699	740	E. S. Donahue	40 00
640	150	Wm. Scott	108 57	700	448	S. H. Huff	42 86
641	602	Elmer C. Sabin	122 86	701	514	T. M. Bledsoe	62 86
642	512	D. McCanachie	28 57	702	773	F. E. Woodworth	37 14
643	37	A. F. Couts	57 14	703	297	Joseph Fegnier	15 00
644	199	C. F. Bode	54 29	704	8	L. E. Phillips	71 43
645	511	W. D. Goodman	15 00	705	86	J. F. Cook	20 00
646	511	R. J. Wilson	108 57	706	755	Michael Giblin	40 00
647	8	Emmit Todd	100 00	707	539	A. T. Huff	25 71
648	363	C. R. Thornton	40 00	708	237	E. W. Kells	19 29
649	281	F. W. Humbarger	17 14	709	7	John W. Gorman	17 14
650	301	C. W. Butt	222 86	710	19	M. H. Butler	54 29
651	492	P. M. Ahl	20 00	711	595	John C. Burner	100 71
652	11	E. F. Denison	72 86	712	678	L. P. Tolby	36 43
653	462	J. L. Fate	8 57	713	360	Ed Fedler	55 71
654	178	Ed Burke	45 71	714	194	E. N. Rutledge	48 57
655	748	E. E. Vlar	60 00	715	448	James Kelley	25 71
656	178	Chas. L. Pettit	259 29	716	143	S. A. Parsons	32 14
657	19	E. B. Detrick	8 57	717	197	C. B. Murphy	45 71
658	548	George Redmon	12 86	718	177	Fred Snyder	37 14
659	360	James Taylor	120 00	719	72	S. G. Fisher	19 29
660	600	Geo. E. Cummings	396 43	720	141	H. E. Ruch	15 00
661	827	Henry K. Hill	22 86	721	378	H. S. Gary	28 57
662	230	A. J. Evans	22 86	722	495	C. C. Mhoon	102 86
663	674	H. E. Reynolds	28 57	723	740	W. I. Roney	22 86
664	539	W. A. Barnes	8 57	724	19	G. W. Childers	240 00
665	539	P. M. Cooney	34 29	725	260	Geo. O. Redmond	254 29
666	354	P. J. Harrington	36 43	726	372	Wm. Hoppe	54 29
667	83	M. J. Healey	48 57	727	165	F. B. Knoderer	31 43
668	294	C. W. Parker	60 00	728	615	J. L. McKnight	45 71
669	500	P. J. Flood	22 86	729	19	J. Branson	2 14
670	500	A. R. Woodard	17 14	730	279	Peter A. Berg, Bal.	212 00
671	800	M. J. Smith	40 00	731	385	J. E. Waldron, Bal.	215 00
672	644	Harry F. Grubb	8 93	732	86	J. H. Blackwell, Bal.	215 00
673	400	F. B. Weaver	28 57	733	107	J. T. Downs, Bal.	2 14
674	197	H. J. Holme	322 86	734	288	D. F. Washburn, Adv.	28 57
675	595	M. J. Barrett	85 71	735	177	W. D. Lewis, Adv.	262 86
676	37	T. N. Kendall	22 86	736	27	James Hughes, Bal.	154 29
677	37	W. J. Hayes	34 29	737	554	F. C. Stelter, Adv.	500 00
678	428	George Blach	294 29				
679	66	John Doherty	62 14				
680	538	W. M. Davis	28 57				

Total number of Weekly Indemnity Claims, 114.

*Number of Advance Payments on Claims, 3.

INDEMNITY DEATH CLAIMS PAID AUGUST 1, 1913.

Claim	Div.	Name	Amt. Paid
118	216	W. B. Williamson	\$2000 00
119	488	Fred. A. White	2000 00
120	599	Frank Wright	2000 00
121	78	John S. Davis	2000 00
			\$8000 00 \$8000 00

Total number of Indemnity Death Claims, 4.

Weekly Indemnity Claims paid from Dec. 1, 1906, to July 1, 1913.....\$469,902 37

Indemnity Death Claims paid from April 1, 1907, to July 1, 1913.....207,208 57

\$677,110 94 677,110 94

\$692,774 75

NOTICE TO INDEMNITY POLICYHOLDERS.

The Fourth Quarterly Premium for 1913 on your Indemnity Insurance is due and payable to your Insurance Secretary on or before the 20th of September, 1913. Failure on your part to pay this Indemnity Premium, as provided in Sections 23 and 24 of the Indemnity By-Laws, will lapse your policy and leave you unprotected. Be "on time."

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y & Treas.

Fort Worth, Texas, September 1st, 1913

A great place — great town — great people
and a great time. The union station is a plain
structure but large, roomy and comfortable.
That's why it reminds me of

RAILROAD KING

OVERALLS AND JACKETS

Nothing fancy about 'em but they sure do
fill the bill!

Eight different roads run into this depot
and there isn't an engineer, fireman or oiler on
any of them eight that are not glad to be
acquainted with these honest and serviceable
union made garments. They last like true
friends.

R. L. McDonald
Chief of Uniforms

Don't forget — the Genuine Railroad
King Overalls always carry a woven
Red Seal in the Suspender Crossing
at back. This is the guarantee mark
of the maker, R. L. McDonald Mfg.
Co., St. Joseph, Mo. If you do not
find the goods at your dealer's, write
direct to the manufacturer for booklet.



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NUMBER 10

The Haunting Face.

BY AGNES G. BROGAN.

She was the most mysterious person who ever stopped in Farnham. No one knew where she had come from, why she was here or how long she intended to stay. She dropped into our best hotel late one evening, asked for a room and registered simply as "Miss Belle." Even the hotelkeeper's wife could learn nothing further.

I shall never forget the first time I saw her. It was in chapel one bright summer morning, and I had been listening half absently to the pastor's droning voice when I turned to look directly into the girl's face. Brief as that glance had been, it brought to me the strangest, most indescribable feeling. A sensation of inexplicable fear possessed me as I

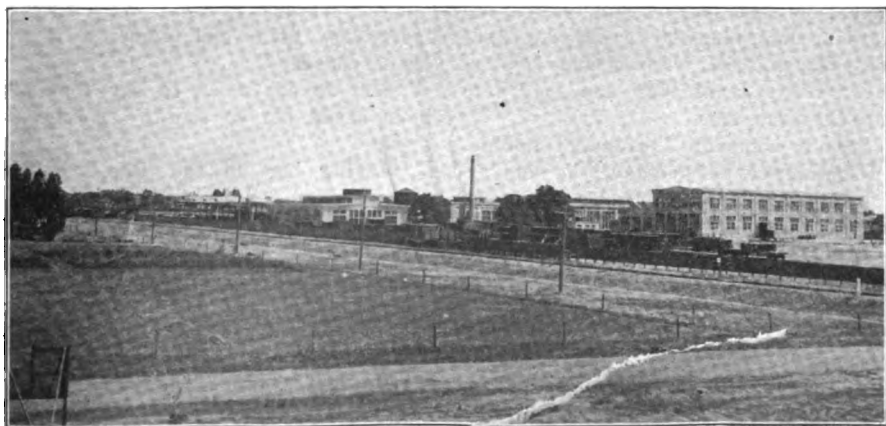
was forced reluctantly to gaze again. The bluish light of a stained glass window fell upon the girl's upraised face, causing it to stand out in gleaming whiteness against the purple shadow, while her deep, dark eyes seemed eloquent of tragedy. Where had I seen the face before? The question tormented me.

"Nan," I heard Bobbie whisper in my ear, "you are ill. I have seen it coming on for some time. Let us get out into the air." Obediently I leaned upon his arm as he led me groping down the aisle.

"The place was beastly hot," Bobbie said in a tone of concern, "but it is not like you, Nan, to be bowled over."

"I've been seeing ghosts," I told him—"a visionary face from some horrible forgotten past."

"Can I be of assistance?" asked the softest voice in the world. "You grew



WESTERN PACIFIC RAILWAY SHOPS, SACRAMENTO, CAL.

so pale as we sat in the church. I knew you must be ill."

"The faintness has passed," I assured the girl, "but I shall not go into church again."

"Thank you both," I said abruptly. "I will sit and rest here in the garden." So I watched them as they went on down the leafy path to the hotel. Bobbie Bronson was the son of the rector, our idolized rector, who lived revered in the hearts of his people.

For many years the imposing stone mansion on the hill had been our boasted "show place." For years we had stood in respectful awe of his wealth—a wealth which responded to every call of the needy. Long before the rector and his lady wife had come to cast their lot among us he had lived in England, where his elder brother, a lord, still remained, and Lord Lister Bronson was childless. The rector's wife had not forgotten her high connection, and even in her heart she cherished a secret ambition that one day her only son would return unto his own. But Bobbie had decided otherwise. Years ago he made me his confidant, when he and Neddie and I were all youngsters together. As time passed and Ned and I fell in love we were sorry that Bobbie might not also know the joy of being betrothed. Bobbie seemed content with his life as it was and provokingly indifferent to feminine charm, while in his mother's opinion no girl in all the countryside was worthy to tie her son's shoe. So that is why I lingered in the garden, apprehensively awaiting Bobbie's return. And when he came he sank into the seat at my side and smiled up into the apple tree.

"She is wonderful," breathed Bobbie. "I shall marry her one day," he said.

Leaning forward, I touched him on the arm. "Dear boy," I cried laughingly, "surely there is necromancy about. First I, then you, see visions."

"Mine is no vision," Bobbie repeated positively. "I tell you, Nan, this is the girl I shall marry. Have I not dreamed of her face? Have I not waited years for her coming? Why, until an hour ago we had not met, yet I could describe to you her every mood, could picture the

soft, dark waviness of the hair her hat conceals."

"Bobbie," I said sharply, "have you grown fanciful too?"

He strode away at that, deeply offended, but afterwards I saw them often together standing side by side on Lovers' bridge. Bettie Jones and I talked it over.

"That girl hypnotizes everyone," Bettie complained. "Here is the rector himself asking me to invite her to my lawn party; says it is 'a personal request concerning the stranger within our gates.' Between you and me, Nan, I'd rather not. Her face gets on my nerves."

"Never mind," I said nervously; "don't try to remember, Bettie." And, then I went with her to bestow the reluctant invitation. Her much discussed guest had just returned from a walk, the hotelkeeper's wife informed us, and she called to her from the foot of the stairs.

"Missie Belle!" called the woman in her caressing Southern way. "Oh, Missie Belle!"

In a spirit of mockery Bettie and I took up the name. So the girl became known among us. With pretty diffidence Missie Belle refused Bettie's generous invitation.

Bobbie was more like himself as we rode in his car a few days later.

"You will believe some day that I am in earnest, Nan," he said, "just as much in earnest as Ned. Why, I would marry my little girl tomorrow if she would consent."

"You do not mean to say that you have asked her so soon?" I cried in alarm.

"Asking her all the time," Bobbie coolly replied. "She will not have me, Nan, and that's the truth. Puts a quick stop to every word on the subject."

"But what do you know of her, Bobbie Bronson?" I said impatiently. "What has the girl told you of herself?"

"Nothing," Bobbie sighed. "I—I do not wish her to tell me. I love the girl, Nan. That answers everything."

So how could one reason against so

convincing an argument? From the sudden illumination of Bobbie's countenance I knew that his divinity was near, and, sure enough, down the path came little Missie Belle.

"You—you said you would be busy this afternoon," poor Bobbie stammered. "Will you ride with us now?"

Missie Belle shook her head. "I cannot," she answered. "I have another engagement."

Even as we lingered there came swiftly toward us a high, smart carriage. Its driver, a vulgar appearing man, held the ribbons in approved fashion. With easy familiarity he motioned the girl, and she sprang up lightly, taking a seat at his side.

"I have seen her driving with that man before," I told Bobbie. "Do you know who he is?"

Bobbie steered the car about. "All I know of the girl is her unconfessed love for me and my love for her," he said.

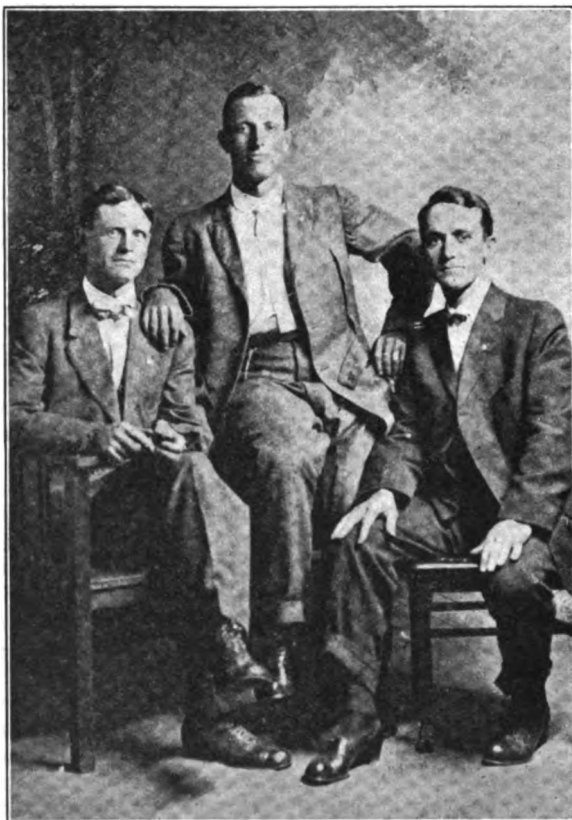
Oh, I was glad, glad when Ned returned from his travels, but when I pointed out Missie Belle in the street I turned aside with an almost hysterical laugh at the words I knew he would say.

"Where have I seen that girl before?" mused Ned. Then his face cleared visibly. "I remember," he continued; "it was in New York City. She was passing Grant's monument, walking arm in arm with a sporty looking individual. I recollect the circumstance perfectly, though I can't tell why I do. By Jove," Ned ended, "there comes the fellow now!"

And as Missie Belle and her former companion passed on together Ned looked after them in a troubled way. "I am sorry old Bob has fallen in love there," he said.

The next morning as I started into town the Bronson coachman stopped the pretentious old family equipage in the road, while Bobbie's mother beckoned me to a seat inside.

"My dear," she began at once, "the rector and I have been exceedingly anxious about that strange little creature who stays alone at the hotel. As



LOCAL COMMITTEE OF ADJUSTMENT, LEXINGTON & EASTERN RAILWAY.
J. D. Lancaster, W. Tussey, Chr., W. E. Harrison.

we were returning last evening from a visit to the mining section we met the girl running as one pursued across a field in the lower part of the town. Her hair hung disheveled about her shoulders, while her skirt was ragged and torn. I am sure she must be either in need of advice or assistance."

It was evident that Bobbie's mother had no suspicion of her son's infatuation for the strange girl she would befriend.

But exciting events followed in quick

succession after this, and our sleepy village awoke to scan eagerly each fresh arriving city paper, for the undesirable stranger, who had been seen often in the company of Missie Belle, had been arrested as a notorious gambler and now awaited trial. We looked askance at the girl as she continued her silent and isolated way. Bob alone remained unquestionably loyal.

"She will probably be called as a witness at the trial," Ned said despondently. "Old Bob must be crazy." But with startling suddenness Bob came to his senses. We had been walking near the hotel, he and Ned and I, when the girl herself came gliding toward us in her inimitably graceful fashion. Beneath the street lamp she paused, and involuntarily I clutched Ned's hand. Upon the beautiful raven hair flashed a tiara of gems, about her shoulders was thrown a cloak of costly satin and lace, while the lips, the pathetic lips, of Missie Belle were curved in crimson artifice. Her too heavily darkened eyes shone out weirdly. With an inarticulate cry, the girl put out her jeweled hand to Bobbie, but Bobbie Bronson cast it from him and turned upon his heel.

After that Missie Belle disappeared. She left, as she had come, without explanation, without a word of farewell to the hotelkeeper's wife, who still spoke of her with tearful tenderness. One evening, as we met before a motion picture theater, Ned and I persuaded Bobbie to accompany us inside, and as we awaited an usher at the back of the darkened room I heard Bobbie catch his breath sharply, and, raising my eyes, I looked straight into the beautiful face of little Missie Belle.

"Look," whispered Ned in my ear, and I read the words. "Have you seen her—Miss Belle Murray, popular motion picture actress, the girl of a hundred faces?"

Then always, with the girl as central figure, we saw a tragedy enacted before us. Like a flash came to me a former pictured tragedy which had been so painfully associated in my memory with this same sweet face. But now the girl runs

across a desolate field, her tumbled hair, her shabby skirt torn by brambles, leaving behind in a rough mining camp a scene of squalor and crime. Again she bursts upon us, a being transformed, the miner's daughter, now an heiress, wooed in her white plumed hat and her gown of lace by a flashy villain, of course. He holds the ribbons of a high, jaunty cart as they speed down the very road toward us. And now, arm in arm, they pass Grant's tomb, her trusting eyes upraised to his.

"That was the thing I remembered," Neddie whispered excitedly—"the fellow who posed for the picture is the accused gambler, Nan. This must have been one of his many short-lived professions." But for the last time Missie Belle steps across the dancing screen. "Good night," flashed the screen, and we made our way into the street. At the door Bobbie grasped our hands.

"You will not see me for some time," he said, and instinctively we knew that he was going to search the world if need be for Missie Belle. Weeks passed and months, still Bobbie Bronson stayed away.

Then one purple twilight as Ned and I passed through the great house gates a carriage stopped before us, and Bobbie sprang to the ground. He was quickly followed by a well remembered girlish figure.

"My wife," cried Bobbie proudly, and Missie Belle smiled radiantly. "She led me a chase," Bobbie went on, "but I found her at last. Somebody had put that rot about lordlings and duty to one's family in her head, and she was effacing herself in a mistaken effort for my good."

We stood back abashed as Bobbie rushed into his mother's arms. Presently the old lady beckoned to the girl, so they stood, her arms about them both.

"I fear it will be distasteful to you," the girl murmured, "having a daughter whose face is published almost round the world, but perhaps when I explain you will better understand."

"There was a mother at home, you know, frail and fine, like you, and a crippled sister who had not walked since

before our father died. Teaching music, German or French as I could brought too little for our needs, so when an operation became a necessity to the crippled sister, when an unexpected opportunity for making money presented itself"—Missie Belle laughed shortly—"well, I accepted the dazzling offer," she said. "In secrecy I posed for the pictures, in secret I stayed in your country town, while they thought me still in New York. Not until my little sister returned from the hospital, not until my mother's anxiety was dispelled, did I acknowledge my deceit. And then these two, whose disapproval I had so feared, had for me only words of gratitude."

"My child," said Bobbie's mother, and her tone was very gentle, "you should not have left us without a word, for I have lived long enough to know that there is but one kind of nobility—the kind that springs from the heart."

Then with a shaky laugh Bobbie caught his wife in his arms. "You have posed for your last picture," he told her triumphantly. "Henceforth your face belongs eternally to me."

Her Return Was Long Delayed.

BY CLARISSA MACKIE.

For three long years Genet Saville had nursed a bitter resentment against her husband. During this time there was ever before her the mental picture of their quarrel and the parting. The recollection of his white, contemptuous face always stung her to fresh hatred of him. She could hear his low spoken acrid reply to her upbraiding. The few words that had sent her fleeing from the room and later from his house with all the quick passion of her Southern nature stirred to its depths.

She had sought solitude in an obscure Swiss hamlet. She, who was without kinsfolk, had cut herself loose from the only tie that bound her to her world. She had not seen a familiar face nor heard the sound of a well known voice in all those thirty-six months. She had not read a newspaper nor heard any tidings of the old life. Her private fortune, in negotiable securities, af-

forded her every material comfort. She had music and books, her favorite dog and bitter thoughts.

Three years, thirty-six months, a thousand days, and more, ages ago, since their parting in the library. Never had she once longed for the sound of Norman's voice, for the sight of his face, for reconciliation. She hated him for his outburst that night, hated him for his cool contempt of her "heroics," as he called it. Always she would remember him as she had last seen him, cold and stern and bitter, with no love for her. She fed her soul on these unwholesome reflections.

Then one lovely morning Genet climbed up the verdant upland pastures reclaimed from the rough mountain sides. She paused in the shadow of a dark clothed pine-tree, inhaling the pure air and glorying in the panorama of mountain and valley, pine forest and distant glacier, when close beside her there sprang into view a tableau—a young dairy farmer and his sweetheart.

Genet had often watched the peasants, her fair face amusedly contemptuous of their crude lovemaking. This man might have been Norman's twin brother—handsome, clean cut, gray eyed, brown skinned. The girl was fresh and sweet and fair. She was in his arms, and his firmly molded chin was pressed against the parting of her golden hair.

Genet watched them, a strange new feeling leaping to her head, to her heart—a white flame of jealousy that seared her wounds—the bitterness, the anger, against her husband. Her pulses throbbed, and the blood flew to her cheeks. She watched the man's face wistfully, hungrily, as one who looks on a beloved forgotten picture and revels in the wonderment of rediscovery.

The face of the man was curiously like that of Norman—the finely shaped head with its closely brushed chestnut hair, the straight nose, the resolute mouth now softened into tenderness. The steadfast gray eyes, deep set and black lashed, were fixed on the girl's face, shyly lifted to his and exquisite in its virginal purity of expression.

So Norman must have looked at her when he had told Genet of his love.

Genet drew back among the pine boughs and leaned her face against the rough bark of the tree. She was trembling with long controlled emotion, deliciously thrilled at the wild promptings of her wayward heart. Impetuously she had withdrawn from her husband, too hurt to render him justice. As passionately would she return to him and heap the smothered riches of her love and a lifelong devotion at his feet to repay for his suffering, his regret, his loneliness, for he would have suffered keenly, he who worshiped the ground she trod. All the world should know that she who had left him in anger without due reason acknowledged her mistake and had returned to him.

After awhile she descended to the village, singing all the way to the tiny chalet where she lived. The simple peasants among whom she had spent her exile looked after her and wondered and smilingly agreed with one another that the sad faced lady had found happiness after all.

All the nightmare of Genet's nurtured resentment which had robbed her of three years of life was banished by her preparations for immediate departure. Now that she saw herself in the wrong she chafed to be humiliated before her husband in expiation of her sin.

Arrived in New York and settled in a hotel under an assumed name, she called a cab and motored slowly past the town house. As she expected, it was closed and shuttered. She looked up at the familiar windows with dim eyes and registered a vow to live more earnestly, more worthily, if she was permitted to go back.

The next day the train carried her down to Fairfields, where she entered the ancient surrey which served all transportation purposes for the casual traveler.

Leaving the sleepy village, the surrey rolled lazily along the sandy, wooded roads under tall growing white oaks and chestnuts.

Genet sat with clinched hands and tense lips watching the sand drift in



JOINT GENERAL COMMITTEE OF ADJUSTMENT, B. OF L. E., B. OF L. F. & E., O. R. C., B. OF R. T., SOUTHERN PACIFIC SYSTEM.—Swadley, Phot., San Francisco, Aug. 20, 1913.

golden streams over the tires, conscious of intoxicating summer scents, acutely responsive to the pathos in the thrush's tender song. The driver humped drowsily on the front seat and slapped at the flies on the broad-backed horse. It was a ride to be remembered for its suspense.

At the stone pillared entrance to Fairfields Genet dismissed the carriage and entered the winding avenue that led to the house, a half mile distant, on the very edge of the bluffs overhanging the sound.

The house must be open, for there were recent tracks of broad tires in the drive. The gate lodge was tenanted, for curious heads lurked behind the curtains. She wondered if Mrs. Lee and her lame husband still lived at the lodge. She longed to stop and talk to them and thus bring herself immediately into the swing of the old life.

Her slender girlish figure was clad in pale blue linen coat and gown, with a veil the same tint shrouding her white hat. She stepped across the turf with eager feet, her charming face now rose red with anticipation, now lily pale with sudden dread.

The low, rambling house lay quiet in the hot sunshine. The broad verandas, awninged and vineclad, seemed to be deserted. Her glance wandered to the launch. The party had boarded her and were lounging in wicker chairs about the deck. Norman was at the wheel. She saw his backward glance at the house. The whistle tooted impudently, and they were away, cutting the water into a thousand twinkling lights and a shower of falling spray.

When they had rounded the point she hurried across the drive and entered the veranda. There was a litter of smoking things on convenient tabarets, heaps of sporting papers and gayly covered magazines. A siphon, a decanter and a tray of empty glasses were on a round table and bespoke recent refreshment. It was very like old times when she had gone away for a few weeks and left Norman to hold bachelor revels with old cronies. She smiled at the disorder. It was all so natural that the past three years were

blotted out as if they had never been. She was merely returning home from a day's shopping in the hot town.

Thus she deluded herself.

The wide, cool hall was quite deserted. The polished floor gave back blurred reflections of the heavy furniture. The huge fireplace was crowded with fresh branches of fragrant bayberry. The library door was closed, but other open doorways offered cool vistas of drawing rooms, billiard and dining rooms. The stairs wound in a broad spiral to the second floor.

Genet paused, her eyes lingering on each well known object. There was no change in the arrangement of furniture. Even the hatrack bore its customary heterogeneous array of coats and caps, riding crops, golf sticks and tennis rackets. With a quick nervous gesture she threw back her veil and turned to the library. Before she sought her own apartments she would peep in here. And now the creeping fear at her heart found shape and suggestion.

If her portrait, the one Giddy had painted, still hung over the fireplace in the library, then all would be well; Norman would be forgiving, would relent. His mother's picture had graced that space until Norman married, and then it had given place to Genet's. And now that she had forfeited her right would it be there? If not she would steal away from the house and never return. The answer to her questioning heart lay behind the closed door.

Suddenly she turned the knob and slipped inside, closing the door softly behind her. Then she leaned panting with emotion against its mahogany surface.

The long room lay in shadow save for one sunny window at the farther end. Here a high backed winged chair was placed.

She fell to trembling as she heard the flicker of a turning page behind the winged chair. In the silence it seemed as if her heart throbs would betray her presence. In her joyful imaginings of her return to her husband there were no such fearful terror and apprehension as came upon her now. Her gloved hands wrung together in a supreme effort for

control. Suddenly a little sigh of relief escaped her. Perhaps no one was in the room after all!

Then, as if her sigh had been heard, a voice came from the chair, a voice of quiet inquiry, Norman's voice.

"Who is there?"

Genet's lips were dumb.

"Who is there?" he repeated. And after another silence the winged chair creaked with his uprising. Genet's glance flashed to the fireplace for courage and reassurance, and then a great joy came into her dark eyes.

Her portrait was there in its place and beneath it a vase of fresh violets.

Norman came down the room, his eyes half blinded by the sudden change from the sunlit window to the gloom of the room. Genet saw that the smooth chestnut of his hair was flecked with silver; that his face was worn and his eyes were weary. Then the supreme moment came when he saw her and recognized her. Puzzlement gave way to surprise and something else. What was it?

He stopped abruptly, one hand resting on the table, his deep gray eyes fixed upon her face, white as snow against the dark paneling.

"I am sorry. I have come home. I love you, Norman," she whispered. Then she hung her head, not daring to look into his beloved face.

"Afraid? Afraid of me? Why, I have been waiting for you all these years!"

Safe in her husband's arms once more, Genet Saville knew that her greatest punishment would lie in the knowledge that she had brought sorrow to him.

Hannah Payne's Mulberry Tree.

BY CLARISSA MACKIE.

It was a small tree, but it had a wide spread of branches, and when the large leaves were out they formed a dense shade that quite hid the view from Hannah Payne's windows as well as it deprived her left hand neighbor, Abigail Hodson, of any glimpse of the village street.

Once several years before this story opens Abigail had crawled through the gap in the fence that divided the two

houses and knocked at her friend's back door.

"Hannah," she said, with a note of complaint in her voice, "what do you think?"

"Well?" queried Hannah sharply, for she resented Abigail's complaining tone.

"When I got up this morning I noticed the mulberry tree had leaved out so I couldn't see a mite of the road. It makes it dreadful lonesome not to see anything at all."

"Well?" repeated Hannah.

"What are you going to do about it?" demanded Abigail, with asperity.

"Nothing," Hannah had said.

"I thought maybe you'd break off a long branch of it so's I could have a view."

"It cuts off my view, too," returned Hannah.

"I should think you'd want to see the street. You always set store by seeing the street," persisted the tactless Abigail.

"I've got enough work to do without peeking at the street," said Hannah loftily.

That was the beginning of the bitterness between Hannah Payne and her friend Abigail Hodson. From a cold nod the breach widened until they did not speak at all, and then early one morning Abigail arose and replaced the three pickets that had been removed from the dividing fence. Hannah heard the sound of the hammer and came to the window, but she said nothing, only the stubborn look remained on her face.

Three years had passed, and the mulberry tree thrived mightily. It sent out broad green leaves that cast a denser shade over Hannah's house and kept the sunshine from the rooms. She had to keep a keener watch over her books and clothing, for the little house seemed damp, and mold gathered quickly on different articles.

The fruit ripened on the tree, and the birds came and carried it off. During the season when the mulberries were ripe the birds came in flocks to feed upon them, but Abigail Hodson would have scorned to touch one of the ripe

berries, although in the past she had been very fond of them.

On this particular summer morning it was very dull in Green lane, where the two women lived. Abigail had finished her housework at 9 o'clock and taken her sewing out to the front porch. She could see Hannah Payne rocking to and fro on the next porch, but neither woman could see beyond the low hanging branches of the mulberry tree.

All at once there was the sound of drum and fife and a distant murmur of

proud she would have tossed aside her sewing and hastened to the front gate, from which point she might have looked down the lane and watched the circus parade go along the main street. But she did not stir. If she had, Hannah Payne would have known that Abigail was suffering inconvenience from the obscuring mulberry tree, and that would give Hannah Payne a chance to laugh at her one-time friend, and that privilege and advantage Abigail Hodson would not permit.



BRO. F. A. EDWARDS, DIV. 519, AND WIFE, AT THEIR CAMP, AT FRUITVILLE, MICH.

—Courtesy Brother Forkner, Div. 519.

voices from the street. Abigail recollected that a small circus was to parade that morning, and in the evening there was to be a performance in a tent on the village green. Abigail was a Baptist and did not dream of going to the circus, but Hannah Payne would go. Hannah was a Baptist, as were her forefathers, but they all went to the circus.

It was rather lonely there on Abigail's porch. The honeysuckle vines screened it well, and there was no sign of life except the frenzied darting of a ruby-throated humming-bird among the flower trumpets, the buzzing of bees and now the sound of approaching music.

If Abigail Hodson had not been so

Abigail Hodson snapped a needle and tossed the broken pieces into the grass. "I wish I could cut that old tree down," she muttered, not knowing that the same unspoken wish was in Hannah's heart, not realizing that her anger against the tree was stimulated by the feud it had caused much more than by the lost view of the village street.

"I wish I could cut the old tree down," repeated Abigail again and again, and with each repetition of the desire there grew upon her the conviction that the tree must be cut down or things would never be right for her in the world.

She sat out on the porch until sunset and then went in and prepared supper,

but she did not eat any. After supper she went out and sat in the gathering gloom of the porch. She saw Hannah Payne go away dressed in a white gown, and she knew that Hannah was going to the circus. Abigail's bitterness increased. She yearned to go to the circus herself.

At last, when darkness settled over Green lane and the cricket orchestra was in full swing, Abigail rose with a determined air and walked around her house to the woodshed. There were no other houses in Green lane, and she had the quiet little place to herself. Deliberately she chose a hatchet from the several that were ranged along the wall in the darkness and tried its edge with her thumb. Satisfied; she went out into the lane and gained Hannah Payne's front yard.

Under the mulberry tree it was very dark, and Abigail knelt down and ran her fingers around the trunk until she found a place where she knew the bark was rough and scarred. A horse had nibbled the trunk when the tree had been a mere sapling.

Then, to the music of the circus band playing down on the green, Abigail Hodson smote the mulberry tree blow after blow on the rough scarred place. The hatchet was sharp, and her thin, wiry arms were strong, and the blade bit deep into the tree. A brisk northwest wind was blowing, and Abigail had barely reached the heart of the tree when a hard gust came. There was a splitting, crackling sound, and she had scarcely reached a place of safety before the mulberry tree crashed down, breaking the fence in its fall.

As if suddenly impressed by the gravity of the deed she had committed, Abigail Hodson stood for several moments as if stunned. Then with a frightened glance around her she picked up her skirts and scudded home again. No guilty murderer could have cleaned the telltale instrument more carefully than did Abigail her hatchet after the fall of the tree.

Then she hastily changed her dress, locked her house and ran down Green lane. Five minutes afterward she entered the circus tent. Yes, for the first

time in her life Abigail Hodson went to a circus.

Hannah Payne saw her and nearly tumbled off her narrow seat. She crushed the bag of peanuts she had been consuming into her pocket and craned her neck to see where her erstwhile friend would sit. Abigail took a seat directly opposite Hannah Payne. All the people stared very hard when Abigail came into the tent, because they knew that her father and her grandfather had disapproved of circuses, and when the Hodsons disapproved of anything their stubbornness was quite as remarkable as that of the Paynes.

Abigail Hodson broke all precedents by entering the tent, and there was little doubt that her fellow church members would require an explanation. In the meantime she must enjoy it if she could, for never again would she have the inspiration, provocation, desperation—call it what you will—sufficient to sustain her during such a trying ordeal.

Such was her excitement concerning the mulberry tree that she did not enjoy the circus at all. The clowns appeared silly, the horses old and decrepit compared to the graceful animals depicted on the billboards; the lonely elephant looked muddy and ancient beyond all belief; the performing dogs were foolishly self-conceited. This was Abigail's estimate of her first circus.

When it was over she crowded forward to make her escape from friends and acquaintances who might have seen her there and asked embarrassing questions. She was almost the first one to leave the tent, and she sped away down the street with feet that barely touched the ground. She made up her mind that Hannah would guess who had committed the deed, and she, Abigail, would not deny it. She would stoutly maintain that the tree was a nuisance—a public nuisance—and if Hannah Payne wanted to begin a suit against her she could have the papers served at any instant.

By this time Abigail had reached Green lane and was toiling up its steep incline. Ahead of her in the darkness she could see the darker bulk of the fallen tree, and as she reached it she

hesitated. Behind her there came hurried footsteps—those of Hannah—but Abigail was rooted to the spot. She could not move an inch, no matter what happened.

Hannah Payne's voice came in advance of her spare figure. "That you, Abigail Hodson?" she queried sharply.

"Yes," she said dully.

"What's the matter? I know something awful has happened; if there hadn't you wouldn't have been at the circus! What's the matter?" panted Hannah, approaching.

"You can get the sheriff!" moaned Abigail.

"What's the matter? What's that?" almost screamed Hannah Payne, pointing to the fallen tree.

"I cut down your mulberry tree. You better go get the sheriff," persisted Abigail faintly.

"Good Lord, Abby, I never was so thankful for anything in all my born days!" ejaculated Hannah Payne. "I would have done it myself only the Payne streak in me wouldn't give in! Good riddance, I say, even if the fence is broke. I was thinking I'd take it down, anyway, and the one between our houses. It would make one nice big yard and seem more friendly." Hannah was talking fast to hide her embarrassment and delight.

"I shall like that," half sobbed Abigail, and then she gently fainted away on Hannah Payne's strong shoulder.

As Hannah Payne half led, half carried the unconscious form of her friend into the house she felt a return of the old masterful feeling that had marked all their association in the past. "I don't know what would become of you, Abigail Hodson, if I wasn't here to look after you," she muttered happily, and then her lips brushed the cheek of her restored friend.

The Markland Company.

BY F. A. MITCHEL.

The Markland Manufacturing Company was running down. It had been for years the pride of Centerville, and the citizens were fearing that they would lose the factory, which employed 1,000 men and was besides a good advertisement for their town.

The reason why the Markland company was going to ruin was that the stock was owned by two different families, each of which was trying to secure the control. It had been organized and started by a Markland. At his death his



BROS. W. SANFORD, J. ROBE, R. JONES AND J. H. KING, ALL MEMBERS OF DIV. 53, JERSEY CITY, N. J.—Courtesy Bro. R. Jones, 53.

partner, an Osgood, had taken the management of it and built it up. At his death a meeting of stockholders was called, and it was discovered that exactly half the stock was held by the Markland and half by the Osgood interest. Naturally a deadlock was the result. Neither party would give way to the other, each hoping to secure a few shares or even one that would give a majority and consequent control.

Months passed without either securing an advantage, and, there being no head to the concern, it was losing ground rapidly. When it seemed that the feud must be settled or the company go out of existence Edward Fleming, the attorney for the Marklands, resolved to unite the two factions by stratagem. There were two persons in each, Vinton Markland

and Alice Osgood, whose united stock would make a majority of the whole. Both were young, well educated and attractive. Markland was rich outside his interest in the company that bore his name. Miss Osgood was dependent entirely on the dividends declared on the Markland company's shares she owned.

Mr. Fleming resolved to make a match between the two. They had never met. Markland, who was an orphan, had gone to a boarding school at 11 years of age, from there to college and from there abroad without having once returned to his home. Miss Osgood's life had been spent principally at Centerville. Fleming called upon her and after making it plain that if the affairs of the Markland company should remain in their present condition much longer she would be without an income, secured her assent to a meeting with young Markland with a view to marriage. He then wrote Markland, who was in Europe, informing him of the condition of his interests in the Markland company and advising his return at once to look after them. Upon the young man's arrival the lawyer unfolded his matrimonial scheme. Markland had no desire to encumber himself with a wife and flatly refused, saying that rather than make such a marriage he would prefer to lose all his stock in Markland company. Nevertheless he had no objection to meeting the lady provided he should not be placed in a position as refusing to make her his wife.

Fleming, after an interview with Miss Osgood, assured him that no such construction should be put on any act of his and that the young lady would receive him simply as a visitor. Fleming advised him to go at a time when he would not be expected, that he might find the lady her usual self. This put an idea into the young man's head. The Osgood grounds adjoined his own. He would watch for an opportunity to join the young lady without making a formal call or her knowing who he was.

One bright winter morning, when the snow glistened in the sun, he passed through an opening in the hedge separating the two places and sauntered toward the Osgood home. Coming upon a con-

servatory, he saw through the glass a young woman cutting some flowers. Thinking her to be the lady of his quest, he opened the door and entered.

"Beg pardon," he said. "Is this the Markland place?"

"No; that is the Markland place next on the west. This is the Osgood place."

"Oh, thank you! I hear Vint Markland has returned from Europe. He is an old friend of mine, and I am looking him up. You are Miss Osgood, I presume."

"No; I am the governess of Miss Osgood's little sister."

"Indeed. I presumed Miss Osgood was an only child. I am hoping to meet Miss Osgood. I own a little stock in a manufactory in which she is interested. I understand that something must be done about its management and that there is to be a meeting of shareholders for the purpose of concerting a plan."

"Will you permit me?" said the young woman, advancing to place a flower in his buttonhole.

"Thank you very much. Very kind of you, I assure you."

"Perhaps you would like to talk with Miss Osgood now about those shares you speak of. I think she is disengaged."

"I dare say a conference might be of some benefit."

The young lady led the way into the house and ushered Mr. Markland into a very pretty room where a hearth fire blazed brightly and, leaving him there, went up stairs, presently returning with a card from Miss Osgood, on which she had written that she was slightly indisposed and begged to be excused. Would the gentleman kindly give his views to Miss Leland, the governess, who would transmit them to the writer?

Miss Leland being rather pretty and evidently inclined to detain Mr. Markland, he settled himself in an easy chair before the fire. They discoursed for awhile on the affairs of the Markland company, which he knew little about, then branched off on to other topics. He found Miss Leland not only competent to instruct a child, but to give him information on a variety of subjects.

Nevertheless she had the art to make it appear that he knew a great deal more than she and to be listening to the words of wisdom dropped from his rather than her own rosy lips. He spent an hour with her and was about to take his departure when she said that she would report what he had said about the Markland company to Miss Osgood and let him know if she had any further message for him.

Miss Leland was gone some time and when she returned had doffed the simple morning costume she had worn and appeared in a more becoming if not more elaborate toilet. She said that Miss Osgood had been much impressed with his suggestion with reference to a settlement of the Markland company problem and hoped that if he would call again she might be able to add to them herself. She desired that he would remain to luncheon and would consent to be entertained by Miss Leland as her representative.

Markland was much pleased at the way the affair was progressing. The luncheon proved enjoyable, and while at table Markland took occasion to direct the conversation upon Miss Osgood. Her representative was quite willing to talk about her and give her the highest praise. But when Markland questioned her in detail she did not respond favorably.

"Is Miss Osgood beautiful?" he asked.

"Oh, no; I should not call her that."

"Intelligent?"

"I fear she is rather inclined to common sense."

"That's the highest kind of intelligence, to my thinking. She's something of a business woman, isn't she?"

"What makes you think so?"

"Why, she seemed to understand my suggestions with regard to the Markland company."

"Yes; I think Miss Osgood knows enough about business to take care of her own interests."

"How?"

Miss Leland thought for a few moments, then said, "She has told me—but I suppose I shouldn't speak of that."

Markland urged her to do so, and she

continued. "There is a movement on foot to unite the separate interests by a marriage with your friend Mr. Markland."

The visitor pricked up his ears.

"Together they would hold a majority of the stock and the control. I may as well confess that I have mentioned the matter to you by Miss Osgood's order, because she wishes me to learn from you something about Mr. Markland."

"I shall be very happy to inform her," replied Markland, with a suppressed chuckle. "Proceed to question me."

"Is he handsome?"

"On the contrary he is very plain."

"Is he considerate and deferential toward women?"

"As for that, I can only say that he would make an excellent husband."

Miss Leland ceased her questions and after some thought said:

"I can assure you that Miss Osgood, whatever her delinquencies, would make a good wife. You have assured me that Mr. Markland would make a good husband. It seems to me, therefore, that it only remains for them to meet and see if they are agreeable to each other."

"Exactly."

"Would you say as much to your friend?"

"I will be most happy to do so. I am going to his house from here and will tell him at once."

"And give him an invitation, please, to call on Miss Osgood tomorrow morning at the same hour you called today."

"Be assured that I will."

Markland went away chuckling. How admirably he had played his game! And what a simple, confiding, lovely creature was the governess! What a surprise there would be tomorrow when he announced himself as Vinton Markland!

The next morning he read his newspaper, thinking the while of his new-found charmer, the governess, and intending to keep his appointment merely for the purpose of continuing his acquaintance with her. At the appointed hour he went over to the Osgood place, rang the doorbell and, being admitted

by a maid, sent up his card and was ushered into the same room as before. In a few moments Miss Leland entered, holding his card in her hand. Markland expected to see her start on seeing him. On the contrary, she advanced to greet him with a "Good morning, Mr. Markland."

But instead of saying anything more in words she said a great deal by a blush, which spread over her features.

"Miss Leland," Markland stammered. She interrupted him.

"Pardon me for having deceived you. I am Miss Osgood."

"Miss Osgood! And you knew me?"

"I did."

"How?"

"Mr. Fanning, when he spoke to me about the—*the* Markland problem, showed me your photograph."

Within a couple of weeks a meeting of the stockholders of the Markland company was held, and Vinton Markland voted a majority of the stock, and not long after a wedding occurred between him and Miss Osgood.

Breaking Him In.

BY CLARISSA MACKIE.

Three men of the Circle C ranch met the newcomer at the railroad station and solemnly escorted him down the platform where half a dozen horses were tied to the hitching-posts. Secretly they were laughing at the small, undersized chap who had actually secured a job with the Circle C outfit through the medium of a letter. If ever an individual merited the title "tenderfoot" it was the slender, pale-faced newcomer, who wore a derby hat, tan shoes and a faded blue serge business suit. His manner was diffident, and his name was Irving Pinney, and he was under 20.

"Of course you can ride," suggested Long Jenks as he tossed a careless hand in the direction of the white horse.

"Not very well," returned the other, with alarm in his voice. "I hope he isn't wild."

The white horse was meek enough and carried his timid rider without event to their early camp for the night. Long

Jenks informed the newcomer that the ranch lay 30 miles beyond and they would sleep before resuming the journey. Pinney said little to his companions. He seemed merged in despondency and after eating a light supper wrapped himself in his blanket, placed his feet to the fire and went to sleep.

Something roused him in the darkest hour, and he became conscious that a whispered conversation was taking place between his companions. Long Jenks was speaking earnestly:

"Oh, pshaw! You needn't tell me I can't pick out one of that kind. Didn't I wake up half an hour ago and see this Pinney come sneaking into camp on that blue mustang of Witherbee's? He must o' heard me stirring, because he didn't stop to unsaddle. He just slipped off and laid down and pretended to be asleep. He's as mean a cattle thief as ever I see, and if I have my way he'll hang to the highest cottonwood hereabouts!" Long Jenks spoke fiercely.

"What made him come back here? Why didn't he run the critter off?" demanded Saleeby's voice.

"That's an easy one. He was going to pinch one or two more and run the lot off together and leave us—us here without a hide to get back to Circle C. Got any loading?" Pinney heard the click of revolvers and muttered remarks as the men exchanged cartridges. Then they rolled over and apparently went to sleep, for long and noisy outward demonstrations bore witness to their slumbers.

What unfortunate complication of circumstances had combined to place suspicion on him? On his very first day, too, when he was homesick and weary.

All night long he shivered in his blanket under the brooding, sultry sky. Then just as a faint grayness tinged the murky black he wriggled his way toward the spot where the ponies were staked.

There was a low whinny as his hand met a velvet nose, and his fingers trembled as they touched the dangling bit and slipped it between unwilling jaws. In another instant he had left the group of restless ponies and was speeding away through the darkness, the soft thud of hoofs leaving a trail which he felt would

be followed to the death. Long Jenks had said so.

He bent his lean body to the rough mane of the horse and pounded with fists and spurless heels on the vibrating flesh. He felt the onward rush of the beast, the pumping of blood through swollen veins, as he clung to the bridle rein. Somehow the saddle became loosened and at last slid away in the darkness, almost unseating him and driving the horse almost frantic with fear. He tried to entwine his legs beneath the pony's belly. There was a numbing blow from flying hoofs and one foot hung useless. Once he turned, and the glitter of steel and a faint shout from behind told him that the worst had happened. The line riders who had been his companions of the night before had discovered his flight and were in hot pursuit.

With despairing eyes fixed straight ahead and ears painfully alert to every sound in the rear, he urged his tired beast forward with cruelly nipping fingers. The pain from his wounded foot was maddening, and the agony sent the blood reeling to his head. His dazzled eyes hunted the plain for a place of refuge. Every flashing hoofbeat thundered: "To cover!" "To cover!"

There was a sharp crack and the whistle of a bullet over his head. He turned his sandy head and laughed shrilly, but the derisive laughter changed to a cry of terror as he saw his pursuers not 100 yards distant, their weapons leveled. The next shot would take him between the shoulders. He would be shot in the back, and they would know it at home in the East. All the blood of his forbears, heroes of Bunker Hill and Gettysburg, rose and flamed in his little gray-green eyes. With a hoarse shout he swung his pony about and faced the oncoming men.

"Blame it all—shoot if yer wanten!" he yelled.

The line riders pulled their dripping animals to a halt, and the tallest and leanest, Long Jenks, drew a ragged mustache between his fingers thoughtfully. "What s-say?" he drawled.

"I say shoot, if you wanten. It won't hit me in the back!" The boy's voice

shook with some sudden emotion as he faced the three grim, saturnine faces.

For a moment they stared back at him; then they slipped from their saddles and rolled in the crackling sagebrush. Long Jenks was the first one to recover himself.

The lad on the pony's back reddened to his unkempt hair. "I heard you talking last night—something about me stealing a blue mustang. I don't know anything about it. I never saw a blue mustang!" he muttered sullenly.

The three men rolled in the brush once more while the tenderfoot stared resentfully at them. "He ain't never seen a blue mustang!" shrieked Beese, pointing a finger at the lad's mount.

The boy looked down and a strange expression came into his homely face. When he raised his little eyes a flame flickered in their green depths. The pony which he had found ready bridled in the gray dawn and which had borne him so valiantly in his flight drooped wearily under the fierce rays of the sun. The wet coat showed a bluish gray.

"Is this the blue mustang?" asked the boy in a husky voice.

They shrieked assent. "It was a joke," they said gleefully.

"Git up there, you blamed cowards!" cried the boy fiercely, and, strange to relate, there was that in his voice that brought the three to their feet.

"Look at that there foot," he commanded of Long Jenks, and that gentleman inspected the injured and swollen foot with some concern in his good-natured face.

"It sure must hurt some, sonny," he said regretfully as he backed off to a position beside his companions. It looked very much as if the tenderfoot was to be judge and jury and executioner also.

"We was only breaking you in," murmured Beese, uncomfortably, for they could all see the boy was suffering and dared not offer him any assistance in his resentful mood.

"You've gone and broke up my plans!" he flared suddenly. "I've come way out here into the God-forsaken country to look for somebody and you have gone and put me back weeks in my search.

She'll only have to worry that much more so's you folks could have some fun. I'd—I'd like to smash your faces!"

"I reckon we deserve it—we didn't think of doing harm. Tell us who you are looking for and mebbe we can help you. Sure, the three of us as knows the plains like an open book can do more than one lone little chap like you." When Long Jenks smiled like that he was irresistible, and the boy's somber face softened.

"It's my father I'm looking for. He and my mother disagreed about something when I was a little feller, and he went away and left her. He sends her money every month, but that isn't the proper thing. He's got to come back and be the head of the family and stand back of her or I'll know the reason why. I didn't know where he was until lately. She knew he was in the cattle country from the postmarks on his letters, and I've come to find him, but nobody seems to know the name of Pinney so far as I've come." He looked very much discouraged.

Hen and Beese looked at Long Jenks, and Long Jenks went white as paper and stared at the homely face of the boy, now so like his own, even to the grim mouth. The boy gazed back at him long and earnestly, and something flashed between them and they both knew.

"You ain't got to look any further, Irving; your father's been waiting for a summons this 15 years. He thought he wasn't wanted back there and"—he stopped and drew a brown hand across his trembling lips.

"Oh, if you could only see her, you'd know," cried the boy excitedly.

"It won't be long before we both see her," retorted Long Jenks meaningly. He stepped forward and lifted the boy from the saddle, brushing his cheek with his lips as he did so, and both of them blushed.

"Gents," said Long Jenks with becoming dignity, "I'll have to ask you to render some first aid to the injured here. My son has hurt himself a-fighting three grown men all to once."

"And his name is Sandy Grit hereafter," added Beese solemnly.

His Avenger.

BY CHRISTOPHER ARNOLD.

When I was in college I formed the acquaintance of a young Cuban, with whom I became chummy. His name was Enrique Molina. He was a member of the class ahead of mine, but this did not make any difference in our intimacy. There was a manliness about Enrique (or Henry) Molina that I admired and a gentleness that drew me to him. At that time Cuba was in a state of discontent with Spanish rule which had become chronic, and my chum was greatly interested in the cause of the coming revolution. It seemed to me that if his countrymen should make an effort to throw off the yoke of Spain he would be an active participant. When we parted after graduation Molina exacted a promise from me to visit him, and the next winter I determined to do so. I had some property and thought I might find in Cuba an opportunity to invest in a way to increase it. This idea was vague, but my desire to see my old chum was real.

I found Molina living on his father's plantation. The premonitions of a serious conflict between the revolutionists and the Spanish government were much more clearly defined than when we were in college, and Henry's interest in it had also become intensified. But I was surprised to find that he was not openly advocating the Cuban cause. Whether the interest of his family, fearing destruction or confiscation of the estate, prevented him from doing so, I did not know. I judged that the daughter of a neighboring sugar planter had something to do with his failure to come out as an advocate of throwing off Spanish rule. This young lady, Concia Sierra, was the gentlest little body in the world. She must have carried Northern blood in her veins, for she had not the dark complexion of a Cuban. Indeed, she was a veritable blond, with light hair and blue eyes. It occurred to me that she would restrain the man she loved from taking risks, and that she loved Molina was

evident to me the moment I saw them together.

I soon found that there was another force drawing Henry in the opposite direction. This was Inez de la Barra, one of a family whose members, all except herself, supported the Spanish cause. Inez was bitter in her advocacy of the Cuban cause. Unlike the Molinas, the La Barras had little or nothing to lose by Spanish antagonism, for they lived on a small estate and were poor, though in Spain they had formerly been *grandees*. It was this latter fact that kept them loyal to Spain. Why Inez sympathized with the Cuban cause I could not understand.

Notwithstanding our intimacy Henry Molina did not give me his confidence in these matters. Evidently there was a rivalry for him between the two girls. The one drew him by silken cords, the other by glistening chains. Inez de la Barra was entirely Spanish. Her complexion was olive, her hair jet black, while over her dark eyes waved the long lashes of a Spanish woman.

While I was in Cuba General Weyler began his efforts to strangle the revolution by a vigorous prosecution of those who aided and abetted it. Though I knew that Henry Molina was one of its advocates, outwardly he remained neutral. Whether his family or Concia Sierra restrained him I did not know, though I fancied that *Senorita Sierra* was the chief cause of his remaining inactive. Nevertheless he was much with her rival, and whenever I saw him and Inez together I noticed that they conversed with a great deal of intensity and usually in a low tone.

These were dangerous times in Cuba. General Weyler had *carte blanche* from the Spanish government to imprison or execute as he liked, and I felt uneasy for a Cuban who possessed my friendship. Though protected by my United States citizenship, I would have left Cuba had it not been for this little drama in which my chum was playing the principal part. Many on both sides were looking to see for which cause he would declare, and both sides claimed him.

One night as I was going to bed Henry followed me into my room, shut the door and said:

"I must leave you here to be entertained by others of my family, for at daylight in the morning I go to put in operation a scheme for which I have been preparing. I have secret information of a force of Spanish troops who are about to make a descent upon a number of prominent Cuban patriots and gather them in for the bloodthirsty Weyler. Joined by some of my neighbors and those they control, we are to oppose the passage of this Spanish force till our friends can arrange either to get away or prepare for defense."

While he spoke I was thinking of the two influences that had been drawing him, the gentle Concia and the aggressive Inez.

"Where did you get your information as to this move of the Spaniards?" I asked.

A singular look came over his face, a look in which I fancied I saw something of doubt, of pain, as he replied:

"I have the right to tell you anything that concerns only myself. I have no right to implicate another."

"Well," I added, "you have taken sides at last. I hope you have decided for the best."

"That remains to be seen."

We parted with a firm hand grip. I went to bed, but not to sleep.

There was a faint glimmer of dawn at the windows when I heard sounds without—the tread of horses' hoofs, men talking. Then there was a loud rap on the main door below. It was not answered and was followed by a kick. Then a window was shattered.

I arose, threw on a double gown and went downstairs. The hall was lighted and filled with Spanish soldiers. Henry Molina was in their midst, dressed, and as I looked was marched away. It was plain to me what had happened. The wily governor had through his spies learned of his contemplated move, nipped it in the bud and possessed himself of its leader.

My view of Henry Molina passing out of his home to go to prison ended my im-

mediate cognizance of what was leading up to a tragedy. If I could have got my friend out of the clutches of General Weyler I would have taken some chances to do so. It seemed wiser for me to depart and leave the struggle going on in Cuba to those directly interested. So I sailed away from Havana and felt that I could draw a free breath as soon as I was out of the harbor.

But the blowing up of the "Maine" gave our people an interest in the Cuban struggle for independence that led to its attainment, and I was one of those who went to the island for the purpose. It was not till it was all over and I had been mustered out of the United States service that I returned to Cuba with a view to learning what had become of Henry Molina.

I gathered the story gradually. The first part of it I heard was that Henry had been taken to Morro Castle at Havana and had been condemned to death, but had escaped the day before he was to have been executed. How he escaped I did not learn, but it was reported that a boy some 17 or 18 years old had visited his prison and managed to convey to him saws with which to remove a bar in his window. He had joined the revolutionary forces, but had done more for the cause in other ways than as a commander. This I could understand, remembering his education at an American university.

The next chapter in the story was that Inez de la Barra had been found on the grounds of her home with a bullet hole in her left breast, and in a dying condition. She had been assassinated, but could not or would not tell who had been her assassin. It was well known, however, that she had been a spy of General Weyler, and, the Molina plantation having been confiscated by the Spanish government, she had received a large sum of money. Lastly, I heard that my chum had regained possession of his estate, his father having died, and the son had just been married to Concia Sierra.

Naturally I put these facts together and filled out the story in my own way, but I could not tell how far I was right or how far wrong. I lost no time in going

to the Molina plantation, where I found its owner recovering from the privations he had endured since I had parted with him. He was rejoiced to see me, and, after I had been received by his wife, he took me apart and told me that Inez de la Barra had entrapped him and caused his arrest. He gave me a surprise when he said that Concia had been the means of his escape from Morro Castle, having gone there disguised and bribed a guard to give her secret access to her lover.

All this interested me, but the climax to the drama, the assassination of Senorita de la Barra, was what I wished to have explained.

"Who killed the woman who betrayed you?" I asked.

A singular expression came over Henry's face in which I fancied there was something of pain. He turned his eyes away from me and did not reply.

"One question," I added, "and I will ask no more. Surely you did not do this deed?"

"No," he replied. "I did not."

I made my own inference as to who had avenged him; but since I may be mistaken and do not wish to name the wrong person, I leave my reader to make his or her own inference.

An Experiment.

BY GEORGE C. WADSWORTH.

Two young physicians, both sufficiently well off in worldly goods to follow their profession in the department of original research, were sitting in the laboratory of one of them discussing the power of mind over matter.

"Until we hit upon some method," said Dr. Harth, "by which we may call in the aid of the imagination to effect cures we shall be constantly losing a powerful adjunct."

"I think this matter," replied the other, Dr. Strecker, "is overrated. When the tissues of an organ are once broken down they cannot be restored by the imagination."

"Your statement sounds correct and doubtless is so in a majority of cases, but I deny that it is so in every case. A man under a severe strain—over-

work or trouble—becomes ill, and one of his organs in consequence becomes diseased. The strain is removed and followed by extremely pleasant and healthful surroundings. Not only is the disease arrested, but whatever tissues have been destroyed are rebuilt."

There was a knock at the door, and Dr. Harth answered the summons. He found there a comely girl about twenty years of age.

"Is this the institute where new knee joints are put in?" she asked.

The doctor looked into the girl's eyes and saw evidence of a disordered brain. "No," he replied, "but it is a private workshop of the same kind. Do you wish a new knee joint put in?"

"No, but I would like a new brain, and I hope that you will give me at the same time a disposition to bear with persons who annoy me."

"Come in here."

He took her to a room where he kept his scientific books, fairly well furnished, and with a skull on the table used for a tobacco box, then went to Dr. Strecker and told him about the applicant.

"Telephone for some one at an insane asylum," said Strecker, "to come and take her in."

"On the contrary, I have a mind to try an experiment. What do you say to pretending to give her a new brain with a view to discovering what effect we can produce."

"I'm with you. If that isn't original research I don't know what is."

The two young men returned to the girl and questioned her. That her mind was unbalanced was evident. Hers was a case of stepmother. The woman who had filled the gap made by her mother's loss was evidently a devil in human form.

Dr. Harth took the girl, who gave her name as Isabel Hathaway, to his mother's house and told her of the experiment he was about to try. "This," he said to the patient, "is a private hospital where I bring persons on whom I propose to operate. You will have every attention and comfort here up to the time I operate and until you recover from the 'operation.'"

"Is it very painful, doctor?" asked the girl.

"No pain whatever, but you must take ether."

"What kind of a brain do you propose to give me and whose brain will it be? I have read in the newspapers that you put in parts of other persons."

"The brain I propose to give you is one of a young girl we have in our cold storage vaults. If ever there was a saint she was one. So pure was she that when she was traduced she prayed for those who despitefully used her."

"And I will be that?"

"Certainly."

The doctor took the poor girl right into his heart. She also enlisted the sympathy of his mother and sisters, who were very proud of the son and brother's scientific attainments and were ready to assist him in effecting a restoration of his patient's sanity in every way in their power. Isabel Hathaway was or at least appeared to be perfectly harmless, so that they did not even do what Mrs. Harth at first proposed, secure the services of an attendant skilled in cases of mental disorder. The doctor watched her carefully and told her that he must bring her general health up to a certain point where she would be able to stand the operation. He gave her no drugs, but insisted that she should take the air every day, in walks or drives, at which time she was attended by some one of the family with which she was domiciled. As to the drives, the doctor usually took her out in his auto after his day's work was done. In this way everything was done to divert her mind from what she had suffered and fix it upon pleasant subjects.

The young scientist hoped that a pretended operation would not be necessary, but though her bodily health was good her brain remained unbalanced. So he determined to try the effect of his "dose of imagination," as he called it. Being averse to keeping his patient's mind on the anticipation of undergoing so serious a process, he said nothing about it until one morning, having driven her and his mother to his labora-

tory, he made a startling announcement. He told her that he had brought her there for the purpose of giving her a new brain.

One of his experimental stands had been cleared for an operating table, and Dr. Strecker posed for an assistant. Both put on the aprons used in surgical operations, but that the preparations should not keep her in awe lost no time in placing the patient on the table and giving her an anæsthetic.

All that was needed was to render her unconscious for a few minutes, during which a bowl was brought out with a calf's liver in it, which looked enough like a human brain to deceive one just recovering from the effects of ether, and when the patient had fully regained her faculties it was placed on a stand beside her so that she could not fail to see it. Mrs. Harth raised her and held her in her arms, while the doctors stood by congratulating each other on the success of the operation for the patient's benefit.

"Do you feel different from what you did?" asked Dr. Harth.

"I don't know that I do."

"Well, you won't," pursued the doctor, taking a back track. "The brain has nothing to do with the feelings; that is the province of the nerves. It's your disposition that is changed. I can see it in the expression of your face."

"How do I look?"

"Lovely."

The patient blushed.

Here Dr. Strecker, who had noticed that his colleague and the patient were mutually attached, told the latter that she had been given a new heart as well as brain. Not that the former organ had been replaced as well as the latter—he meant it in a sentimental sense. Harth frowned, for any one not incurably insane could have seen through his remark.

The operation having been finished the patient was taken home, and Dr. Strecker was invited to go with the party and partake of luncheon. All congratulated the girl on having been made over from a very faulty person to one of an amiable disposition, and all told her that she

showed the change perceptibly. She naturally shared in these rejoicings at her supposed recovery, and in truth the melancholy look she had so long worn was lifted.

For some time the experimenter, as well as his mother and sisters, who had no confidence in a cure being effected by the pretended operation, devoted himself to the patient, surrounding her with everything calculated to banish melancholy. She was never left by herself and was not permitted to brood. The moment she showed signs of relapsing into an abnormal mental state something lively was started to drive it away. And the efforts seemed to be rewarded, for as time passed she showed signs of marked improvement.

Meanwhile Dr. Harth had called on her father, had told him of her appearance at his laboratory and of his experimental attempt to restore her to health. She had left her home without the knowledge of anyone in it, and Harth's news of her was the first her father received. He gladly assented to the doctor's keeping her under his care and offered to bear all expenses, though on this point the doctor declared that the girl was loaned to him for purposes of original research and he should be the payer.

One morning Miss Hathaway woke up to find herself conscious of new conditions. She did not know how she came to be where she was, but remembered what had taken place since she had been there. She remembered having had her brain replaced by a new one and was a good deal confused on that matter, not quite understanding what it meant, for now that she was in her right mind she realized the absurdity of such a process. One thing of which she was thoroughly conscious—Dr. Strecker was right in saying that she had been given a new heart, or, rather, she had given the old one to Dr. Harth.

There was great rejoicing when the discovery was made that Miss Hathaway had recovered her mental balance. Her family were at once notified, and Harth made haste to the laboratory, where he found Strecker, to whom he told the good news, adding, "I regard the suc-

cess of my experiment the greatest demonstration of mind over matter that has ever been made."

"Nonsense," replied his colleague; "it is a demonstration of the power of kindness to do away with the effects of barbarous treatment. And above all it is a demonstration of the fact that we bachelor doctors are very much exposed to the shafts of Cupid."

Animals Are Poor Sailors.

Probably many people have not witnessed the performance of animals when on a sea journey. It would, no doubt, be as interesting to watch their antics on board ship as on the stage.

Most animals make poor sailors. Horses and tigers suffer most of all; they whine pitifully, and their eyes water continually. Elephants, too, suffer greatly, but they are very amenable to medical attention.

When the elephant falls seasick, a bucket of fresh water, containing seven ounces of quinine and three and a half pints of whisky, is supplied.

Birds, however, delight in sea voyages. Recently a number of English song-birds, such as the lark and robin, were dispatched to British Columbia.

The polar bear, too, enjoys a sea journey. He is described as very gay while on board ship. But most other animals greatly resent sea trips.—*London Answers*.

Is It?

If you are tempted to reveal

A tale someone to you has told
About another, make it pass.

Before you speak, three gates of gold.
Three narrow gates—first, "Is it true?"

Then, "Is it needful?" In your mind

Give truthful answer, and the next

Is last and narrowest. "Is it kind?"

—*Cleveland News*.

O'Toole Bought a Parrot.

O'Toole was passing a bird store when this sign caught his eye:

"Step in. A Bargain Today. An Elegant Poll Parrot Which Speaks Seven Languages for Sale."

O'Toole went in. "What are ye askin' for the bird?" he asked.

"One dollar, and it's a sacrifice," said the dealer.

"You're on," said O'Toole. "Put the beast in a cage and send it out to Mrs. Ellen O'Toole to the Shamrock apartments on the drive." Then he continued on his way to work. He could hardly wait to get home, so anxious was he to try the parrot out on the language thing, and when the whistle blew he was the first man out. Running home, he rushed in upon his wife and exclaimed with face aglow: "Did the bird come, Illin'?"

"It did, Dinny, and it's stuffed, baked and ready for ye, but I'm tellin' ye, Dinny, there's no more than a pick on the thing."

"Ye cooked it?" screamed O'Toole.

"Sure," said Mrs. O'Toole.

"'Twasn't to be killed, Illin'," cried O'Toole. "Sure the poor green thing was a present to 'ye—'twas a talkin' parrot. The bird could spake sivin' languages!"

"Well, why the blazes didn't it say something?" came back Mrs. O'Toole.—*Montreal Herald*.

The First Silk Hat.

It was in January, 1797, that the first high silk hat was seen upon a man's head. The *London Times* in its issue of January 16 of that year related the event as follows:

"John Hetherington, mercer in the Strand, was arraigned before the lord mayor who found him guilty of disorderly conduct and inciting to riot, and imposed a fine of \$2,500.

"Mr. Hetherington, with the evident intention of frightening the people, appeared in the public street wearing a strange high hat covered with very glossy silk, the lustre of which dazzled the sight.

"According to the testimony of the constables, several women fainted at the sight, children screamed with fright, the panic-stricken crowd fled and one of the sons of Mr. Thomas Currier was thrown down in the excitement and his arm was broken."—*Express-Gazette*.

Seamy Side of Ghent.

Ghent, Belgium, has its seamy side, though many visitors will fail to notice it. The proportion of married women who work in factories in Ghent is nearly one in three, as compared with one in twenty in Liege. In the five years 1903-7 Ghent's infant mortality averaged 23.1 per 100 births as against Liege's 12.9. Ghent's general death rate per 1,000 is given as 31.7. And in 1906, a year of industrial prosperity, 1,193 Ghent families were receiving poor relief, not through sickness, disablement, old age or winter seasonal difficulties, but on account of low wages and large families.—*Norristown Herald*.

The Non-Member.

We have no sympathy with the man who will work alongside another man, and see that other paying every week of his life into an organization to protect his rights, and to maintain his position, while he himself is skulking and deriving the benefit for which the other is paying and working.—*Bomba (S. Africa) Ry. Times*.

What Do I Get Out of It?

With reference to any body of men organized for moral, social or business advancement, the most cowardly question any member can possibly propound, and the one which harasses and disgusts the real workers—the real sacrificers—is, "What do I get out of it?" How often have you heard it from puny-minded, weak-kneed brethren in lodges, societies and business bodies? The whine of these men is the thorn in the side of public spirit. They are the class that expect to drop a dime in the slot and take out a dollar. They are the men who are actually disappointed if they fail to draw more sick benefits from their lodge or insurance company than they paid in dues and premiums. They are one real and menacing detriment to civilization itself.

Did you ever stop to think that all progress of the human race in achievement and development is exactly meas-

ured by the surplus put into the effort to go forward? Suppose all people in all ages had put forth just enough energy to subsist—that they had taken out just as much as they had contributed to the general welfare. Suppose every inhabitant to have stopped at the beginning of every suggested improvement, scratched his barbaric head, squinted one eye knowingly and inquired, "What do I get out of it?" It is difficult to conceive or conjecture what the result would be today, but the chances are the human family would be dwelling in caves, clad in skins and fighting over the bones of animals slain with stone axes, or, perhaps, even hanging by their respective tails from banana trees in the jungles of Africa.

Organization of one kind or another is responsible for nearly everything we enjoy except raw material resources, which God gave us, along with the earth. Organized men "resolve," and organized armies demand and enforce. Our whole political and social economy is dependent upon organization. All great reforms—religious, political and patriotic—have been launched and fought for by men and women into whose great minds the dwarf-like, biased, selfish question, "What do I get out of it?" never for one moment entered. Can you imagine the Apostle Paul asking, "What do I get out of them?" before writing his great epistles? Is it possible for you to think of Martin Luther asking it? Where would our civilization be today if Burns had demanded money before writing "To Mary in Heaven," or if Benjamin Franklin had demanded a check before presenting the cause of the colonies to the French court, or if Washington had hesitated to cross the Delaware because there was no money in it for him, or if Whittier, Holmes, Bryant, Lowell and Longfellow had refused to write, or Brooks, Phillips, Channing, Emerson and Beecher had declined to preach, or Edison, Morse, Whitney and Howe had ceased to invent, or Grant and Sherman had turned back, or the majestic Lincoln halted—because the pay was uncertain and the result in doubt?

In the public life of today we cannot, we must not, ask this silly question

Every American citizen owes it to himself, his country and her citizens to ask the question, "What can I put in—what can I do to help?" Just now I can think of but two who asked this question and received the answer—Judas Iscariot, who betrayed the Saviour for thirty pieces of silver and hanged himself in remorse, and Benedict Arnold, who sought to deliver West Point into the hands of the British and received his reward—a command in the King's army—and disgrace and ostracism to the end of his miserable life.

They asked, "What do I get out of it?"—Julian Wetzel, in *Photo-Engravers' Bulletin*.

Thou Shalt Not Steal.

"Thou shalt not steal." It is so written. It was chiseled on the tablets of stone. It is a part of divine law. It was given to Moses, the lawgiver of the chosen people of God, on Mount Sinai. It is part and parcel of the laws of every civilized land. It is written in the statutes of state. The words stand out in bold relief on the pages of holy writ; on the numberless pages of laws enacted by men for the government of men. It is criminal in the sight of both God and man. It is law, and severe penalties are provided for the violation of that law. In olden times, before mercy was mingled with justice, it was punishable with death. Thus endeth the first chapter, a chapter that has come down from the time that the thunders rolled and the lightning flashed about the summit of Sinai; from the time that the "still, small voice" proclaimed that God was talking to man; from the time that Moses veiled his face in the presence of Jehovah, the builder and maker of worlds, the ruler of earth and sea.

Thus endeth the first chapter, and now for a second. We will call it a second, although thousands of chapters relating to this command, to this law, have been written and acted during all these ages. There have been millions of violations of the law; millions of dollars worth of property have been stolen,

seemingly with the sanction of the law—of the human law, not of the divine law. Railroad companies have been wrecked to the end that somebody might profit by gathering in the wreckage. Graft in public and private position has been rampant. Reward instead of punishment has appeared on many occasions to have been the rule; punishment the exception.

But let us to the second chapter—a short one, and yet a whole volume in suggestion; a mere passing event, and yet one replete with thought.

Scene: A Kansas City court room. Characters: The judge on the bench, and a hungry, trembling boy as prisoner in the dock, who said he was hungry and wanted a dime for breakfast, so he took several brasses from the Missouri Pacific Railway Company yards, near the packing plant of Morris & Company. "I went to the packing house for work," he added. "I couldn't get it and I was hungry, so I picked up the brasses. My father told me if I didn't get work I needn't come home to eat."

The boy was fined \$5.

This is the story, the brief story, as told by a *Kansas City Star* reporter.

Possibly the boy lied; but if he did not, if he told the truth, if he was hungry—gnawing hunger is not a pleasant sensation, my well fed friend; if there was no food at home for him, ought or ought not the command, "Thou shalt not steal," apply in his case? Let us think a little over the matter. Let us consider it. Let us all consider it.

Cost of Living in England.

The English blue books often contain important information which it is difficult to present to the general public in a form that will be easily and immediately understood. Unfortunately the public will have no difficulty in appreciating the meaning of the important Board of Trade report on the cost of living of the working class.

It is forced on their attention every day of their lives. In a sentence the gist of the report is that while the cost of food has increased by 15 per cent in

the last 12 years, wages have only risen by 3 per cent. The working class have had to meet this change by buying less food or worse food. This may account for the problem of "labor unrest."

Taking the whole country the rents of working-class houses in the seven years' period have shown a slight change. But it is only when London (where these dwellings show a 4 per cent decrease) is included in the calculation that a falling figure is arrived at, and, even in the case of the metropolis, the decrease in rent has been much more than wiped out by the increase in the general cost of living.

Retail figures of food and coal since 1905 have gone up over the whole country 13 per cent, and taking rent and retail prices combined there has been a rise of 10.3 per cent in 88 towns selected.

The following states broadly the percentage of increase which has taken place:

Potatoes, 46.1; bacon, 32.1; coal, 22.5; cheese, 18.8; bread, 15.3; flour, 15.1; eggs, 13.6; British pork, 12.6; butter, 9.9; British beef, 2.5; milk, 9.4; British mutton, 6.1.

Imported beef rose 9.5 per cent in the period and imported mutton 11 per cent. Sugar, however, showed an considerable decrease of 0.2 per cent and tea a decrease of 3.8 per cent.

The practical conclusion from the data available is that during 1905-12 there has been a rise in the cost of clothing probably not much less in proportion than that of food and coal and rent combined, the rise taking the form either of increased price for the same article or a lower quality for the same price.

In a survey of the whole matter the report goes on to say: "The rise in the cost of living, so far as the articles covered by the present inquiry enter into the total expenditure of the working classes, is thus shown to have been very marked in so short a period as 1905-12, and if the comparison is extended back to the year of lowest prices—namely 1896, the increase of food prices up to the year of 1912 would appear to have been about 25 per cent. The level now reached, however,

is no higher than in the early '80s and much below that of the '70s, when prices were exceptionally high.

What in effect amounts to a warning to both skilled and unskilled workers not to go to Western Canada is contained in the Board of Trade *Labor Gazette*. In the provinces of Manitoba, Saskatchewan, Alberta and British Columbia, says the *Gazette*, there is a surplus of workers, especially in the building trades. This condition has been brought about largely by financial stringency, which has curtailed building operations.

Artisans and unskilled town laborers are warned against going to any part of Canada to seek employment until the conditions are improved. There is a good demand for farm laborers, but the demand will continue for the next few weeks only.—*Cleveland Leader*.

Japan's Labor Unions.

Japanese life, says James Davenport Whelpley, is much less flowery than it seems. Discussing "Japan's Commercial Crisis" in the *Century*, he sets forth strikingly the truth about Japan's inner life and declares that it contains quite as many serious problems as does that of any nation. Not the least of these is the relation of capital and labor. The industrial situation in Japan is most critical, says Mr. Whelpley, and the next few years will witness many disturbances preceding important and inevitable readjustments. The relations of capital and labor have yet to be determined. The workman has heretofore always been docile and obedient, and strikes along Western lines have been unknown. The dissemination of Western ideas and the increasing cost of living are bringing about a state of restlessness and dissatisfaction potent with serious possibilities.

The Japanese laborer is in rebellion, and, while himself alarmed and a bit bewildered at the power he finds himself possessed of, his bewilderment is as nothing to the concern of the employer, who is faced with the increased expense that will follow the rise in wages and

the improvement in working conditions demanded by the laborer. The tendency so far has been to treat with the men and avoid conflicts, but in most cases where conflict has actually taken place the men have won.

The Western labor union as such is unknown, but all labor in Japan is organized into guilds, and the control of the guild over its members is absolute. In fact, viewing the guild as a labor organization, and it is such, the labor of the country is most completely and autocratically organized, and it is only necessary to change the title of guild to labor union and allow its members a realization of the power of their association, and the situation automatically modernizes itself.

As yet the Japanese laboring men have not acquired sufficient boldness to strike for an avowed purpose, but by concerted action they fail to report for duty. When asked why they do not appear they plead physical ailments and thus escape legal action. They accomplish the desired end, however, and the result is the same. This is a recognized farce played every time with the full understanding of both sides to the controversy.—*Indianapolis Union*.

The Political Jap.

On September 4, the Chinese Government troops, proceeding against the Southern rebels, attacked Japanese in Nanking, according to dispatches received, and Japanese indignation is at fever heat. It is said that the Chinese massacred four Japanese and looted all the shops in the town kept by Japanese.

The Japanese Government immediately lodged an emphatic protest at Peking. The Tokio newspapers publish excited editorials and anger is generally expressed.

It is known that the Chinese Northerners supporting President Yuan Shi Kai blamed the Southern defection largely on Japanese agitators, and the fact that Dr. Sun Yat Sen fled to that country is believed to have inflamed the Northern Chinese troops against the Japanese, and the Japanese, because of

the assassination of Moriarty Abe, director of the political bureau of the Japanese foreign office in China, inflamed the masses and a dramatic chapter in the history of the new Japan was written in Tokyo, September 3.

Fifteen thousand persons gathered in mass meeting in Hibiya park, calling for military action against China. A majority of these marched direct to the foreign office and clamored for admission.

They demanded the dispatch of troops to China to make such measures as were necessary to obtain satisfaction for the killing of Japanese at Nanking, or, failing this, the resignation of the minister of foreign affairs, Baron Nobuaki Makino.

The manifestants, many of whom were students, were orderly during the early part of the proceedings. A score of agitators, including a girl, decried Japanese diplomacy and declared it had never contributed to the upbuilding of the empire and had always ended in failure. The incidents in China were unbearable, they said.

Suddenly the cry to march on the foreign office was raised, and there was a general stampede, many persons barely escaping being crushed. The crowds surged through the streets headed by the gesticulating leaders and reached the foreign office to find that the high iron gates were locked.

Scores of the demonstrators pounded on the gates and called for them to be opened, but in vain. The under-officials refused. A delegation was appointed, the members of which climbed the gates, and then ensued a long parley.

The delegation which visited the home of Baron Makino was received by the baroness, who regretted the absence of her husband. She served tea and food to the delegates. Outside the crowd built fires for warmth.

At midnight they marched to the heavily guarded residence of the premier, Count Yamamoto, and spent the night in the rain.

A second mass meeting was held as arranged and at its conclusion a great crowd proceeded to the foreign office.

Windows were smashed and the gates of the foreign office, the tramway cars and automobiles were stoned. Part of the tramway service had to suspend. The house of Vice-Minister Keishiro Matsui also was visited.—*Associated Press.*

Sherman Law History.

In view of the many hostile views which have been expressed as to the advisability and necessity for amending the Sherman Anti-Trust Law so that labor unions and farmers' associations will be exempted from its provisions, it might be well to recall some incidents in connection with its passage in 1890.

When this legislation was proposed, Samuel Gompers, representing the American Federation of Labor, protested against its enactment without a distinct provision for the exemption, which is now sought by amendment, and in accordance with the wishes of the protestants an amendment was adopted in the Senate by a vote of 31 to 28 as follows:

"Provided, That this act shall not be construed to apply to any arrangements, agreements or combination between laborers, made with a view of lessening the hours of labor or of increasing their wages; nor to any arrangements, agreements or combinations among persons engaged in horticulture or agriculture, made with a view of enhancing the price of horticultural or agricultural products."

This amendment was offered by Senator Sherman in the following language: "I take this provision from the amendment proposed by the Senator from Mississippi, W. W. George. I do not think it necessary, but, at the same time, to avoid any confusion, I submit it to come at the end of the first section."

Senator Hoar of Massachusetts, in the debate on the bill, said: "It seems to me that there is a very broad distinction which, if borne in mind, will warrant not only this exception to the provisions of the bill but a great deal of other

legislation which we enact or attempt to enact relating to the matter of labor.

When you are providing to regulate the transactions of men who are making corners in wheat, iron, and other products, speculating, or when they are lawfully dealing with them without speculation, you are aiming at a mere commercial transaction, the beginning of the end of which is the making of money for the parties and nothing else. That is the only relation that transaction has to the state, that is, the creation or division of much of the ownership of the wealth of the community.

"But when the laborer is trying to raise his wages or endeavoring to lessen the hours of his labor, he is dealing with something that touches closely, more closely than anything else, the government and the character of the state itself. The laborer who is engaged lawfully and usefully and accomplishes his purpose in whole or in part, endeavoring to raise the standard of wages, is engaged in an occupation the success of which makes republican government itself possible, and without which the republic cannot, in substance, continue to exist."

After the adoption of this amendment the proposed law was referred to the Judiciary Committee, and on April 2 it was reported out by the committee without the amendment, and in the unamended form it was passed over the protest of the representatives of labor.

From these well-established and historical facts it will be readily seen that what labor is now contending for in amending the Sherman law is what was originally intended so far as labor unions and farmers' organizations are concerned, and it is the hope of those who are interested in this legislation, and that means all who can distinguish between the interests of those speculating in the product of labor and the interests of those who create the commodity, that Congress will eventually act favorably upon it, and that it will receive the approval of President Wilson.—*The Garment Worker.*

Eye Test in England.

Agitators in England are claiming that the railways there are taking advantage of the eyesight tests which are enforced among enginemen, to victimize the leaders in the last great railway strike. They demand that the railways of the kingdom revise the eyesight tests and that the present stringent application of this valuable safety measure be relaxed. In the event of the railroads not complying with their demands, they hold out a threat of another railway strike in the coming autumn. The threat of a national strike is not treated seriously, but the railroads are taking some trouble to inform the public as to the real import of the demands. Every British railway employee in the operating department undergoes eyesight tests at stated intervals; usually one year. The character of the tests varies upon different railways, but generally speaking, the men are protected by a double examination. It is not until they have failed in their annual test by a foreman of their own class, and in their own district, that they are sent before a medical officer. No engineman who fails in this test is permitted to return to his locomotive. The railways, however, point out in their defense against the present attack that failure to pass the eyesight test (except, of course, in case of total blindness) never results in dismissal from the service of the company, if the subject of the test has a clean record. The plea of the agitators now is that strike leaders have been found to be suffering from defective eyesight and removed from their posts; and these men, because they were strike leaders, are therefore to be reinstated although declared by two distinct authorities to be unfit for duty on locomotives. The eyesight grievance has been raised in a similar connection on previous occasions. It was shown before the royal commission on the railway conciliation scheme in 1911 how impracticable was the proposal to include the matter of eyesight tests among the work of conciliation boards, and the commission refrained from any comment upon the

subject. It was considered evident; at the time, that the existing arrangements for conducting these necessary tests met with the approval of that body and there have been no material changes in the tests since that time.—*Railway and Engineering Review.*

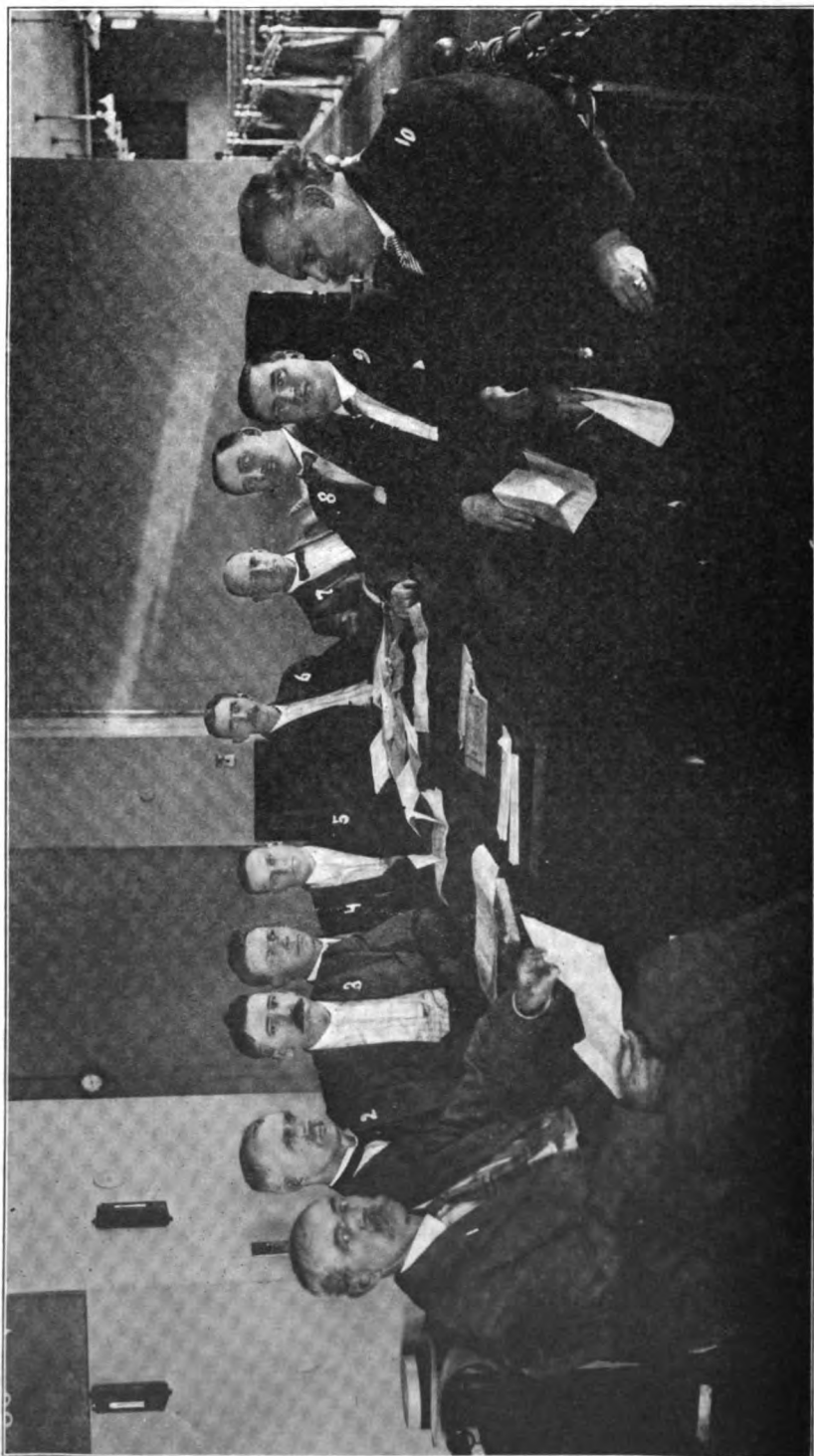
Report of the Interstate Commerce Commission's Chief Inspector of Safety Appliances Covering His Investigation of an Accident Which Occurred on the Northern Pacific Railway, Near Lakeview, Wash., on May 12, 1913.

JULY 10, 1913.

To the Commission:

On May 12, 1913, there was a derailment of a passenger train of the Oregon-Washington Railroad & Navigation Co. near Lakeview, Wash., while running over the tracks of the Northern Pacific Railway, resulting in the death of 3 passengers and 1 employee and the injury of 7 passengers. In connection with the investigation of this accident a public hearing was held at Tacoma, Wash., on May 14, 1913, conducted jointly by representatives of the Public Service Commission of Washington and the Interstate Commerce Commission. As a result of the investigation of this accident I beg to submit the following report:

Eastbound train No. 362 consisted of 3 refrigerator cars, 1 combination baggage and express car, 3 day coaches, 1 dining car, 1 Pullman sleeping car, and 1 observation car, hauled by locomotive No. 201, in charge of Conductor Kramer and Engineman Dunlap. The first refrigerator car was of steel underframe construction and the next two were of wooden construction, while the combination car and the coaches were of all-steel construction. The dining car was of wood, the sleeping car had a steel underframe, and the observation car was of all-steel construction. All the cars were equipped with high-speed brakes, excepting the second and third refrigerator cars. This train was en route from San Francisco, Cal., to Seattle, Wash., as Southern Pacific train No. 16 to Portland, and as train No. 362 of the Oregon-Washington Railroad & Navigation Co. from Portland to Seattle, running over



JOINT SCHEDULE COMMITTEE, WESTERN ASS'N, B. OF L. E., AND WESTERN FEDERATED BOARD, B. OF L. E. & E., IN SESSION IN CHICAGO, ILL., AUGUST, 1913.

No. 1. H. A. Walkers, B. of L. E., Terminal Ry. Ass'n, St. Louis. 2. A. L. Konold, B. of L. E., Union Pac. Ry. 3. Frank Duffy, B. of L. F. & E., B. & O. Chicago Ter. Ry. 4. T. M. Spooner, B. of L. E. & E., Can. Northern Ry. 5. W. C. Keiser, B. of L. F. & E., A., T. & S. F. Ry. 6. J. M. Buckhouse, B. of L. F. & E., Mo. Pac. Ry. 7. A. C. Dunlap, B. of L. F. & E., I. & G. N. Ry. 8. H. A. Smith, B. of L. F. & E., N. Pac. Ry. 9. A. Johnston, Great North. Ry. 10. W. B. Best, B. of L. E., Can. Northern Ry.

the tracks of the Northern Pacific Railway between Vancouver, 10 miles east of Portland, and Tacoma, Wash., 142 miles from Portland. Train No. 362 passed Lakeview, 8.2 miles west of Tacoma, at 1:48 p. m., being 38 minutes late at the time, and at about 1:50 p. m. was derailed at a point a little more than one mile beyond Lakeview, while running at a speed estimated to have been about 6 miles per hour.

The engine, tender, and first seven cars were derailed, together with the forward trucks of the dining car, the balance of the train remaining on the rails. The forward end of the first coach was crushed on the north side a distance of about 20 feet by the rear end of the combination car, the south side of the coach, with the exception of the vestibule, being practically intact. The position of this coach and the combination car after the accident seemed to indicate that when the trucks were knocked from under the forward end of the coach that end dropped down until the bottom of the body of the combination car was on a level with the tops of the seats in the coach, the combination car apparently having an upward tendency at the time. All the fatalities occurred in the forward end of the coach. Aside from this coach, the principal damage to the cars was limited to the vestibules and trucks. The speed of the train at time of accident, 60 miles per hour, was the limit allowed at this point by the speed restrictions contained in the time-card of the Northern Pacific Railway.

This division of the Northern Pacific Railway is a single-track line, used jointly by trains of the Northern Pacific Railway, Oregon-Washington Railroad & Navigation Co. and the Great Northern Railway. Approaching the scene of the accident the grade is slightly descending, although right at the point of the derailment it is slightly ascending. Approaching from the west the track is straight for several miles, then there is a one degree curve 850 feet in length leading to the right, followed by another stretch of straight track. It was on this second stretch of straight track at a point about 1,700 feet beyond the end of the curve

that the derailment occurred. The track at this point runs through a slight cut varying in depth. It is laid with 85-pound steel rails, 33 feet in length, laid in 1908, four-hole anglebars being used. On an average there are 19 fir ties under each rail, single spiked, Wolhaupter tie-plates being used. The greater part of the material constituting the roadbed is gravel, the remainder being a mixture of cinders and black dirt. The drainage at this point is good. The point of derailment was about 500 feet east of the western end of the Puget Sound division.

On examination of the track after the accident the first marks of derailment were found under the dining car at a point 512 feet west of the pilot of the engine. These marks consisted of wheel marks on the inside of the web of the left-hand rail, 5 feet 6 inches from its receiving end. These initial marks were such as to indicate that only a few wheels, or possibly one wheel, had traveled on the rail. The marks then increased in number until at the leaving end of this rail, referred to hereafter as rail "A," it was apparent that a number of wheels had been running upon the web. This rail was forced outward and over until at its leaving end the ball of the rail rested upon the ties, four of which under this end being marked by the ball. The rail adjoining rail A on the east, hereafter referred to as rail "B," was broken at a point 8 feet 4 inches from its receiving end. The break was a fresh one, and examination indicated that it was a result of and not the cause of the derailment.

At the hearing Engineman Dunlap testified that on approaching the scene of the accident he saw no slow flag or signal of any kind to indicate that the track was not safe for high speed. When the engine reached a point near where the section men were working it began to roll. In describing this rolling motion he stated that the engine leaned toward the left, and the front seemed to dip down slightly. It then came back and again started to lean to the left and did not straighten up, tipping over on its side. Before starting on this trip Engineman Dunlap noted that the flanges were in good condition, while careful examina-

tion made of the engine when it was re-railed after the accident failed to disclose any defect which could have caused the accident.

Engine No. 201 was of the Pacific type, weighing 149,020 pounds on its driving-wheels, the engine and tender having a combined weight, ready for service, of 394,420 pounds.

On the day of the accident section men were engaged in making the annual renewal of ties. Examination of the track showed that in a distance of 16 rail lengths west of the point of derailment 46 ties had been replaced, very few of which were spiked. The tamping of these ties had not been completed, and several of them had settled away from the rails, this settling apparently being due to the fact that several trains had passed over the track after they had been put in. Just east of where the locomotive stopped were found additional ties with the ballast removed and the spikes drawn, preparatory to removal; all the spikes were found to have been drawn from both ties at the rail joint which connected rail A with the rail next to it on the west. The spikes were also drawn and the ballast removed from three other ties under rail A, as well as from the first tie under the receiving end of rail B. From this point eastward no detailed information was obtainable on account of the roadbed being torn up by the derailment.

About two hours after the occurrence of the accident the engineer of maintenance of way of the Northern Pacific Railway made an examination of the track from the point of derailment west to the end of the observation car, 5 rail lengths west of rail A. Proceeding in a westerly direction from rail B, unspiked ties were found as follows: Rail A, 4; first rail west of rail A, 7; second rail, 4; third rail, 7; fourth rail, 2; fifth rail, 2. Of the 7 ties under the first rail west of rail A, 5 out of 6 successive ties were unspiked, while under the third rail 4 out of 5 successive ties were in this condition. In view of the fact that the unspiked ties under rail A were old ties, and that the first 4 unspiked ties under the first rail were also old ties, the remain-

ing ties under these rails being new, it would appear, notwithstanding the statement of the section foreman to the contrary, that the section men had started at the western end of the Puget Sound division and, working in an easterly direction, had removed the spikes and ballast from the ties to be renewed, and had then started in again at the westerly end and were working back toward the east, taking out the old ties and putting in the new ones, intending to finish the ballasting and spiking of the new ties after all of them had been placed in the track. It is of course entirely possible that the spikes were drawn by men working ordinarily a rail length or two in advance of those who were replacing the old ties by new ones, but the fact remains that the ballasting and spiking of the new ties had not reached a point nearer than 200 feet of where the derailment occurred, at which point ties were found without spikes or ballast.

The track surface was irregular and uneven for a distance of several hundred feet west of the point of derailment. Beginning at the western end of the Puget Sound division, and extending in an easterly direction to the point where a temporary turnout was built around the wreckage, a distance of 9 rail lengths, measurements were made at each rail center and joint. There was found to exist a variation in track levels of from $\frac{1}{4}$ inch to $1\frac{1}{2}$ inches, and at only 3 of the 18 points at which measurements were taken were the rails found to be level.

Rule No. 929 of the Northern Pacific Railway book of rules, referring to the duties of section foremen, provides in part as follows:

"When the track is to be made unsafe for trains at usual speed, a flagman will be stationed at a distance of not less than three-quarters of a mile (180 rail lengths) on each side of the point of obstruction and where there is an unobstructed view for at least a quarter of a mile beyond. Two torpedoes will be placed on the rail 60 feet apart on the engineer's side 10 rail lengths beyond the flagman. On the approach of a train

the flagman will display caution signals until acknowledged by the engineman in accordance with rule 14 (g).

At a distance of not less than 35 rail lengths on each side of the point of the obstruction a red flag by day or a red light by night will be placed on the engineman's side where it can be plainly seen by an approaching train, and, in addition, two torpedoes will be placed on the rails opposite each other so as to make one explosion. These stop signals must not be removed until track has been made safe for trains to proceed without stopping."

Section Foreman Antrim stated that no flagman had been sent out because he did not think the existing track conditions necessitated the use of warning signals as provided by rule No. 929; neither did he think that the track conditions had anything to do with the derailment, these conditions having been practically the same for two hours prior to the derailment, during which time four passenger trains had passed over the track in safety. He did not think, however, that they were traveling as fast as the derailed train. In making tie renewals it was his practice to have two men draw the spikes from an old tie and replace it at once with a new tie, although it might occasionally happen that the spikes would be drawn from a few ties in advance of where the men were renewing the ties. The method he was following in renewing the ties was the one he had followed for the past two weeks.

The track in this vicinity was ballasted about 12 years ago, and testimony was introduced to show that it was, in its existing condition, safe for a speed of 60 miles per hour.

Roadmaster Donovan, employed by the Oregon-Washington Railroad & Navigation Company, said that although the track was not in first-class condition, yet it was not bad enough to call for slow orders. He said that when the spikes were removed from the four ties under rail A that rail was weakened to some extent and there would be a possible tendency of the rail to move outward under pressure, the rails on the

lower side of the track having a greater tendency in this direction. He further testified that he considered it better to use slow flags when doing work of this character, but that these matters were generally left to the individual discretion of each section foreman.

The engineer of maintenance of way of the Northern Pacific Railway, Mr. Perkins, testified that when he examined the track he found nothing to indicate an unsafe condition. He stated that many more ties are placed in track than are absolutely necessary. In fact, in general practice the track is four or five times as strong as is theoretically considered necessary, on account of the desire to take care of any unusual conditions which might arise from time to time. He thought the removal of the ties under rail A would decrease the factor of safety, but in the condition in which the track was maintained their removal would still leave a large margin of safety.

Summarizing the circumstances leading up to this accident, it is believed that the section men engaged in the annual renewal of ties had begun at the extreme western end of the division and had worked in an easterly direction, drawing the spikes and removing the ballast from the ties to be renewed, then removing the old ties and putting in the new ties, intending to spike the rails to the new ties when all of the latter had been put in place; that the new ties had been placed in at least 450 feet of track at the time of the approach of train No. 362; that since the new ties had been placed in this short stretch of track several trains had passed over it and had caused many of the new ties, which were not spiked to the rails and under which the tamping had not been finished, to settle away therefrom, resulting in the surface of the track being in an uneven condition; that when the locomotive of train No. 362 reached this stretch of track, running at a speed of 60 miles per hour, it began to rock on account of the uneven condition of the track, and that when it reached the rail referred to as rail A the rocking motion placed such an outward pressure upon

that rail as to cause it to be pushed outward and over, resulting in the derailment of the train.

This accident was caused by uneven and insecure track conditions, which would not permit the safe movement of passenger trains at their usual speed, and by the failure of the track foreman to adopt necessary precautions to insure the movement of trains over the insecure track at reduced speed.

That part of rule No. 929 previously quoted leaves to the judgment of the individual section foreman the question of whether or not the work being done by him necessitates the use of a slow flag. Section Foreman Antrim was 62 years of age and a man of much experience in track work, having been a section foreman and extra gang foreman on the Northern Pacific Railway for 29 years. Using the judgment he possessed as a result of his years of experience, he decided that the work being done by his men did not require the use of a slow flag, and the result of this error of judgment was the derailment of train No. 362. The requirements of rule No. 929 relative to the use of slow flags are not definite. While it is realized that in railway operation conditions arise the proper handling of which must be left to the judgment of the individual employee, yet it is believed that this rule should definitely provide that trains be warned when the track is undergoing such extensive repairs as was the case in this instance, not leaving it entirely to the judgment of the foreman to decide whether or not the work being done necessitates the use of warning signals.

Respectfully submitted,

H. W. BELNAP,
Chief Inspector of Safety Appliances.

REPORT OF ACCIDENT WHICH OCCURRED
ON THE MISSOURI PACIFIC RAILWAY
AT BRANT, MO., ON MAY 27, 1913.

JULY 11, 1913.

To the Commission:

On May 27, 1913, there was a head-end collision between two passenger trains on the Missouri Pacific Railway at Brant, Mo., resulting in the death of 3 employees and 1 mail clerk and the injury of 28 passengers, 18 persons carried

under contract, 5 employees, and 2 trespassers. The investigation of this accident was participated in by representatives of the Interstate Commerce Commission and the Public Service Commission of Missouri, and on May 28 a hearing was held at Jefferson City, Mo. As a result of this investigation I beg to submit the following report:

Eastbound train No. 12 consisted of 8 mail cars, 1 club car, 2 sleeping cars, and 1 chair car, hauled by engine No. 6415, and was in charge of Conductor Conkle and Engineman Ford. The first 4 cars were of steel construction, the 2 sleeping cars were of wood, while the chair car had a steel underframe. At Sedalia, Mo., the crew of train No. 12 received a copy of train order No. 4, reading as follows:

"No. 3 engine 6409 meet No. 10 engine 5524 at Clarksburg and No. 12 engine 6415 at Tipton. No. 10 take siding No. 11 engine 112 meet No. 10 engine 5524 at Centretown and No. 12 engine 6415 at McGirk's."

McGirk's, the meeting point between trains Nos. 11 and 12 named in the order, is the regular meeting point of these two trains. After receiving this order train No. 12 departed from Sedalia, passed Tipton, Mo., 18.2 miles west of McGirk's, at 3:27 a. m., 9 minutes late, and at 3:49 a. m., collided with train No. 11 near Brant, which is a nontelegraph station located 2.3 miles west of McGirk's.

Westbound train No. 11 consisted of 1 deadhead chair car, 1 club car, 2 sleeping cars, and 1 chair car, hauled by engine No. 112, and was in charge of Conductor Sullivan and Engineman McDonald. The first chair car and the two sleeping cars were of wooden construction. The club car was of steel construction, while the last chair car had a steel underframe. At Jefferson City, 19.4 miles east of McGirk's, the crew in charge of this train received a copy of train order No. 4, reading as follows:

"No. 11 engine 112 meet No. 10 engine 5524 at Centretown and No. 12 engine 6415 at Tipton."

It will be noted that the meeting point between trains Nos. 11 and 12 named in this order, Tipton, is 18.2 miles west of

McGirk's, the meeting point named in the order held by the crew of eastbound train No. 12. This error in issuing train order No. 4 therefore resulted in what is known as a lap order. Train No. 11 entered the block at McGirk's at 3:44 a. m., one minute late, and collided with train No. 12 at Brant, as previously stated. The speed of each of the trains at the time of the collision was estimated to have been about 40 miles per hour.

The first mail car on train No. 12 was telescoped a distance of about 25 feet, the forward end being practically destroyed, and the deadhead chair car on the head end of train No. 11 was destroyed by fire which broke out in the wreckage.

A remarkable circumstance attending this collision is the fact that with the exception of the destroyed chair car in train No. 11 and the first mail car of train No. 12, which were the first cars in their respective trains, none of the cars in either train was derailed, and all of the remaining cars in train No. 11 were returned to service on the same day, while four of the cars in train No. 12 were likewise returned to service.

The employees killed were both engineers and the porter of the destroyed chair car. The mail clerk who was killed was riding in the first mail car of train No. 12.

The division of the Missouri Pacific Railway on which this accident occurred is a single-track line, trains being operated by train orders under the manual block system. The block in which this accident occurred extends from McGirk's to California, Mo., a distance of 5.7 miles, Brant being 2.3 miles from McGirk's and 3.4 miles from California. The collision occurred at a point 534 feet east of the east switch at Brant on a curve of about three degrees, 2,000 feet in length. The vision of the engineman of train No. 12 was obscured on account of being on the outside of the curve, while the vision of the engineman of train No. 11 was limited to about 600 feet on account of a grove of trees on the inside of the curve. The grade at the point of the collision is slightly descending for eastbound trains. The weather at the time of the accident was clear.

At the hearing held in Jefferson City, Mo., on May 28, Train Dispatcher Roach stated that the collision was due to his failure to send train order No. 4 simultaneously to both trains. When he sent the order to train No. 11 at Jefferson City to meet train No. 12 at Tipton he apparently was looking at the word "Tipton" in the train order as transmitted to train No. 12, wherein Tipton was named as the meeting point between trains Nos. 3 and 12. He could offer no other explanation for his error.

Operator Tice, located at McGirk's, stated that he gave the block to the operator at California for train No. 12 at 3:31 a. m. When he first heard train No. 11 approaching from the east it was nearing the road crossing located about 500 feet east of the station, and the engineman was whistling for the board, which at that time was in the stop position. Forgetting that he had already pledged the block for the use of train No. 12 he stated that he then called on the dispatcher's wire to find out where trains Nos. 11 and 12 would meet, and someone replied "C A," meaning California. He then went to the telephone, called the operator at California, and told him that trains Nos. 11 and 12 would meet at that point, and to block for train No. 11. He claimed the reply was "all right." He then hung up the receiver and cleared the signal for train No. 11. As the train was passing the station he again called California on the telephone and said that train No. 11 was entering the block and to put them in at 3:44 a. m. The operator at California then told him that train No. 12 had already entered the block.

Operator Manford, located at California, stated that eastbound train No. 10 cleared the block at McGirk's at 3:30 a. m., and he at once secured the block for train No. 12, this train entering the block at 3:43 a. m. He reported train No. 12 to the dispatcher at 3:44 a. m., and the operator at McGirk's then broke in on the wire and said, "block for 11 except 12," meaning that he wanted the block for train No. 11 after train No. 12 had cleared. Soon afterwards the operator at McGirk's called on the telephone and said, "block for 11 make it 3:44 and

put them in at 3:45.' Operator Manford stated that while this conversation was in progress he could hear train No. 11 passing the station at McGirk's. He then told the operator at McGirk's that train No. 12 had already entered the block.

As previously indicated, this accident was caused primarily by the issuance of a lap order, for which Dispatcher Roach is responsible. He had had 15 years' experience as an operator and dispatcher, and his record was clear from the time he entered the service of the Missouri Pacific Railway on June 7, 1912. His general condition and appearance, discrepancies in his train sheet on the day of the accident, and his total collapse after making a brief statement at the hearing, indicated that he was not in physical condition for the proper performance of his duties. At the time of the accident he had been on duty 4 hours and 19 minutes, after a period off duty of 16 hours.

Operator Tice, located at McGirk's, is equally at fault for his negligence in failing to stop train No. 11 at the entrance of the block, this failure being due to his forgetting that more than 10 minutes previously he had pledged the block to the operator at California for the use of train No. 12. Operator Tice entered the service of the Missouri Pacific Railway on December 20, 1911, and his record on this road was clear. He had been a telegrapher for about nine years, and had been employed by many different railroads. It is noted that he had been discharged by the Chicago, Burlington & Quincy Railroad for using intoxicants. At the time of the accident he had been on duty 6 hours and 49 minutes, after a period off duty of 14 hours.

This accident directs attention to the fact that as long as the human element is involved, errors will be made which will result in accidents. The human element probably can never be eliminated, but the remedy would seem to lie in reducing the opportunity for such disastrous errors to a minimum. On this division of the Missouri Pacific Railway trains were formerly operated under the train-order system. In order

to guard against the errors which were bound to occur more or less frequently under that system the company installed a manual block system. Yet in this case the block system failed to prevent an accident arising out of one of the particular errors which it was supposed to detect. Dispatcher Roach failed to obey an operating rule requiring him to send train orders simultaneously, and the result was that he sent a 'lap order.' This mistake, however, would not have resulted in the collision had Operator Tice obeyed the rules governing the operation of the manual block system; in fact, had either of these employees properly performed his duty this accident would not have occurred.

In the case of Dispatcher Roach it is apparent that he was not in physical condition properly to perform his duties. The requirements of safety demand that there should be some means of knowing that employees are in proper physical condition before they are required or permitted to go on duty.

Because it eliminates the human element in a greater degree, the automatic block system is believed to be a safer method of train operation, and yet that system will fail to afford the protection for which it is intended if the employees fail to be governed by signal indications.

This accident affords an exceptionally interesting opportunity for comparison between wooden and steel equipment. Both trains were traveling at about the same rate of speed, and one had a wooden car immediately behind the locomotive, while the other had a steel car in a similar position. The wooden car was completely wrecked and was destroyed by fire which broke out afterwards, while the steel car was badly damaged only on the end adjoining the locomotive, even the window glass in the other part of the car not being broken; all this notwithstanding the fact that the steel car had the weight of six cars behind it, while the wooden car had the weight of only four cars.

Respectfully submitted,

H. W. BELNAP,
Chief Inspector of Safety Appliances.

Legal News

An Act—Payment of Wages Twice in Each Calendar Month.

(Senate Bill No. 132.)

Be it enacted by the General Assembly of the State of Ohio:

SECTION 1. That every individual, firm, company, co-partnership, association or corporation doing business in the state of Ohio, who employ five or more regular employees, shall on or before the first day of each month pay all their employees engaged in the performance of either manual or clerical labor the wages earned by them during the first half of the preceding month ending with the fifteenth day thereof, and shall on or before the fifteenth day of each month pay such employees the wages earned by them during the last half of the preceding calendar month; provided, however, that if at any time of payment an employee shall be absent from his or her regular place of labor and shall not receive his or her wages through a duly authorized representative, such person shall be entitled to said payment at any time thereafter upon demand upon the proper paymaster at the place where such wages are usually paid and where such pay is due. Provided nothing herein contained shall be construed to interfere with the daily or weekly payment of wages.

SEC. 2. No such corporation, contractor, person or partnership shall by a special contract with an employee or by any other means exempt himself or itself from the provisions of this act, and no assignments of future wages, payable semi-monthly under these provisions, shall be valid; but nothing in this act shall prohibit the assignment by an employee of ten percentum of his personal earnings, earned or unearned, to apply on a debt for necessities. Whoever violates the provisions of this act shall be punished by a fine of not less than twenty-five nor more than one hundred dollars.

C. L. SWAIN,

Speaker of the House of Representatives.

HUGH L. NICHOLS, President of the Senate.

Passed March 25, 1913.

Approved April 12, 1913.

JAMES M. COX, Governor.

Filed in the office of Secretary of State, April 15, 1913.

Ohio Legislation.

An Act to regulate size and construction of caboose cars. (S. B. No. 238.)

Be it enacted by the General Assembly of the State of Ohio:

SECTION 1. Except as otherwise provided in this act, it shall be unlawful, from and after the first day of July, 1919, for any common carrier operating a railroad, in whole or in part, within this state, or any manager or division superintendent thereof to require or permit the use, upon such railroad, within this state, of any caboose car or other car used for like purpose, unless such caboose or other car shall be at least twenty-four

feet in length, exclusive of platforms, and equipped with two four-wheel trucks, suitable closets and cupola.

SEC. 2. Whenever any such caboose car now in use upon any such railroads shall, after this act goes into effect, be brought into any of the shops of such railroad for general repairs, it shall be unlawful to again put the same into the service of such railroad, within this state, unless it be equipped as provided in section one of this act.

SEC. 3. Such common carrier shall, each year, from and after the first day of July, 1914, equip, in accordance with the provisions of this act, at least fifteen per cent of the caboose cars in use on its railroad; but the public service commission is hereby authorized to grant to any common carrier, upon full hearing and for good cause shown, a reasonable extension of time in which to comply with the provisions of this act; provided that in no case shall such extension in the aggregate exceed the period of one year from the time herein limited for compliance with this act.

SEC. 4. Any person or common carrier violating any of the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined not less than one hundred dollars nor more than five hundred dollars for each offense.

C. L. SWAIN,

Speaker of the House of Representatives.

HUGH L. NICHOLS, President of the Senate.

Passed April 23, 1913.

Approved May 5, 1913.

JAMES M. COX, Governor.

Filed in office of Secretary of State, May 10, 1913.

Decisions Under the Hours-of-Service Act.

No. 1256 Law—United States of America vs. Missouri Pacific Railway Co., in the District Court of the United States for the District of Kansas—First Division. Decided March 22, 1913.

It appearing that a fireman, after signing the "rest register," was permitted to remain on his engine as watchman in charge while the same was being hauled by another engine to its terminal, his duties as such watchman requiring him to keep up a certain amount of fire in the furnace, to see that the water did not get too low in the boiler, and to maintain steam pressure, and was thereby in continuous service over 16 hours: *Held*, That such employee, while acting as a watchman, was "connected with the movement of" a train, and, therefore, during the time thus consumed he was "on duty" within the meaning of the Federal hours-of-service act.

Where, on the following day, after firing and watching his engine as above stated, such fireman was required by the carrier to go out on his run without having had 10 hours of rest from his former day's service as fireman and watchman, such an exaction was violative of the hours-of-service act.

Charles S. Briggs, assistant United States attorney, and Monroe C. List, special assistant United States attorney for plaintiff.

Waggner & Challis for defendant.

MEMORANDA OF DECISION ON MERITS OF CASE.
Pollock, District Judge:

This action, in three counts, was brought by the Government to recover penalties provided for violations of act of Congress, March 4, 1907 (34 Stat., 1415), commonly designated as the hours-of-service act.

The facts, as stipulated by the parties in the several counts of the petition, are briefly summarized as follows:

Count 1. The defendant permitted its locomotive fireman, Roy Scott, to go on duty on October 18, 1911, at 6 a. m. The run of this engine was from Pueblo, Colo., to the station of Horace, this State. That at 10 p. m. on the night of that day the engine, not having completed its run, and having reached the station of Keyser, this State, the fireman signed the "rest register," but was by defendant company thereafter permitted to remain on his engine as watchman in charge until the engine was drawn by another engine to the end of the run, Horace Station, which was reached at 11:30 p. m. that night, the hours of continuous service of Scott on that day being as locomotive fireman from 6 a. m. to 10 p. m., as watchman in charge of the engine from 10 p. m. to 11:30 p. m.; total, 17½ hours.

Count 2. That on the following day said Scott as locomotive fireman was required to go out on his run from Horace, this State, to Pueblo, Colo., at the hour of 8 o'clock a. m., without having had 10 hours of rest from his former day's service as required by the statute, if the time he was engaged as watchman on the previous day should be computed as hours of service within the purview of the act.

Count 3. The defendant, on October 20, 1911, permitted its locomotive fireman, O. M. Provorse, on a run from Pueblo, Colo., to Horace, this State, to remain on duty as fireman preparatory to going out on his run from 5:30 a. m. to 6:30 a. m., and to serve as fireman of the locomotive on his run from 6:30 a. m. to 9:30 p. m., and as watchman in charge of his engine while it was drawn by another engine from Sheridan Lake, Colo., to the end of the run at Horace, Kans., which station was reached at the hour of 3:50 a. m. on the morning of October 21, thus permitting and requiring its said locomotive fireman, Provorse, to be on duty preparatory to going out on his run 1 hour, to be actually engaged as locomotive fireman on his run 15 hours, and to act as watchman of his engine while being drawn to the station of destination 6 hours, or a continuous service of 22 hours, if the space of 6 hours in which he watched the engine while it was being drawn shall be computed.

From the statement made it is obvious the question presented is, Shall the time spent by the fireman as watchman in charge of his engine being drawn by another engine to the terminal station be computed in the hours of service as contemplated by the statute?

As stated in the stipulation of the parties, the duties of the fireman so engaged as watchman in charge of his engine are to keep a certain amount of fire in the furnace, to see the water does not run too low in the boiler, and that a certain amount of steam pressure is preserved. Aside

from such duties the engine employed in drawing the train is in charge of another crew, as is the movement of the train itself.

The term "employee," as employed in and defined by the act itself, is "persons actually engaged in or connected with the movement of any train." While it is quite clear a watchman so in charge of an engine has no control over the train movement, hence is not actually engaged in such movement, it is not so clear he is in no manner connected with the movement of the train.

While the question presented is, so far as I find, of first impression, yet, considering the remedial nature and humane purpose of the act, the character of the duties imposed upon such watchman, as stipulated by the parties, and all the facts and circumstances presented by the record to which consideration should be given, I am forced to the conclusion the time so spent by a locomotive fireman in watching his engine must be computed as hours of service within the purview of the act, and for the following, among other reasons which might be given.

The humane feature of the statute being considered, it must be thought the Congress intended, at or before the expiration of the 16-hour period of service provided therein, an employee engaged in the movement of the train would, from exhaustion of body and mind, be in need of relaxation and rest, freed from all responsibility and care for the safety of himself and others. That the cab of a moving engine in which such watchman is required to ride is not such place as in the absence of any duty to be performed is conducive to that rest and relaxation required by the statute, is a matter of common experience and knowledge. However, when to this self-evident fact, as in this case, there is superadded the duties imposed on one so situated, as by the parties stipulated, the question of relaxation, rest, and sleep required by the statute must be almost if not altogether impossible.

Again, aside from the humane purpose of the act, regarded from the standpoint of the welfare of the employee himself, and looking alone to the safety of the employee and others, it is evident the nature of the duties required of such watchman, if from loss of vigilance through exhaustion or sleep, he should permit the water in the boiler to be entirely consumed, the danger from wreck of the train or other disaster by explosion, involving himself and others, is apparent.

All things considered, I am of the opinion it must be held such watchman is in a manner actually engaged in connection with the movement of the train, and to such extent as brings the time so consumed within the hours of service as contemplated by the act. If such construction of the statute is correct, and it shall impose a burden too severe on railroad companies, the remedy lies with the law-making power, not the courts.

It follows, on the agreed facts, judgment on all counts must enter for the plaintiff. However, as the defense is meritorious and the question presented thereby one of first impression, the amount of the penalty assessed on each count will be the sum of \$100.

Let judgment enter for \$100 and costs on each count of the petition.

It is so ordered.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

A Song for Old-timers.

We are going, one by one,
Soon old-timers will be gone
To the graveyards of the past,
For a lengthened spell to last.
Where they'll sigh or smile no more,
All our struggles shall be o'er.

Yet we love those dear old times,
Which I'm jingling in my rhymes,
But we had to mind our eye,
When the Boss was sneaking by;
Once he'd turn his haughty back,
We felt as if we owned the track;
Quick and sharp and fond to learn,
We'd hold the fort till he'd return.

Oh, how I loved to polish brass,
I at it labored like an ass,
Until I'd get a sickly shine,
And then she'd run along the line,
And everyone who'd pass her by
Would look with an approving eye
Upon the dazzling bands and bell,
While I was wishing her in—well!

And where are we? While life remains
We'll man the engines and the trains,
We'll aid the roads with fists and votes,
Yes, and maybe gorge our foemen's throats.
We've lately made a compact true,
'Twill benefit both me and you;
It should have been made long ago,
'T would save us many a painful blow.

The times have changed and so have we,
We'll prove to all we can agree;
And when the oriflamme of war
Bursts on our sight, if near or far,
You'll see us marching breast to breast,
We'll always be each other's guest,
We'll never more parade alone
While we have Carter and have Stone.

Thank God we live to tell the tale
Of reformation on the rail;
Upon some roads I know today
The men can boast of right of way.

The managers of years ago,
Who used to flap their wings and crow,
Are now—God bless them—just as mild
As mamma's angelic child.

If now too sharp we feel the goad
The boys all say, "Let's poll the road;"
But forty long-gone years ago
We'd little else than loads of woe
And frozen grub, and hills of toil,
And not a smell of waste or oil,
And bosses' kicks and nine-tail cats.
But say! they're all near dead, the brats.

SHANDY MAGUIRE.

Bro. Chas. W. George, Div. 135.

HORNELL, N. Y., Aug. 30, 1913.

EDITOR JOURNAL: The subject of this letter is one of the faithful old members of the Brotherhood of Locomotive Engineers who helped to make this grand old organization what it is today.

Bro. Charles W. George was born March 12, 1838, and in 1865 commenced his railroad career as a switchman in the yards of the Erie Railroad at Hornell, N. Y., working there for about 18 months, when he was given a position as fireman, and in 1869 was promoted to engineer. He was assigned to a regular switching engine in Hornell yard and was also used for extra work on the Buffalo and Allegheny divisions.



BRO. CHAS. W. GEORGE, DIV. 135.

In August, 1877, Brother George "exchanged rights" with engineer Joshua Martin of Jersey City, George going to Jersey City on the Eastern division and Martin to Hornell on the Western division.

Brother George was initiated into Div. 47, B. of L. E., at Hornell, N. Y., in 1871 and transferred to Div. 135, at Jersey City, N. J., December 6, 1877, of which Division he is still an honored member. He has been a faithful worker in the B. of L. E. during all the long years of continuous membership and is the proud possessor of a badge of honorary membership in the G. I. D. His photo, taken on his 75th birthday, March 12, 1913, shows him to be what he really is, a hale, hearty, jovial, young-old fellow, who felt that he was good for many years' service as an engineer even when retired from service by the Erie Railroad Company on March 12, 1908, because he had been so careless as to reach the age of 70 years.

Being retired, he naturally thought of social relations and scenes of his earlier life and Brother George returned to Hornell, where he started railroading, to watch the cars go by.

May he and his good wife live to enjoy many happy years together is the wish of,

Yours fraternally,
S.-T. Div. 135.

Bro. W. H. Shull, Div. 459.

HARRISBURG, PA., March 24, 1913.

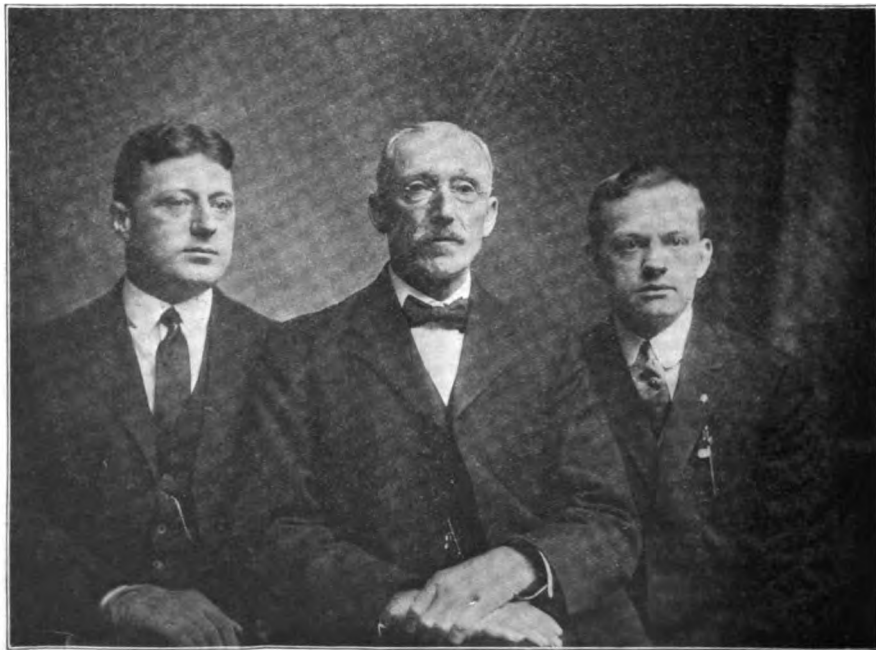
EDITOR JOURNAL: Inclosed find a photo of Bro. Wm. H. Shull, member of Div. 459, and his two sons, Samuel P. to his right, and Ross C. to his left.

Brother Shull has been employed by the P. R. R. for over 42 years, and been in the passenger service well onto a score of years.

The older son, Samuel P., is a well-known passenger conductor on the P. R. R., running from Harrisburg to Altoona, the same as his father, and has often conducted his father's train.

Ross C. is a machinist, also employed by the P. R. R. at Harrisburg.

Brother Shull is a wide-awake B. of L. E. man, and never fails to tell of its merits to the young engineer and urge him to join with us and participate in the benefits of our grand old Brotherhood and also help to further the splendid cause of our noble Order.



BRO. W. H. SHULL, DIV. 459, AND SONS.

Brother Shull was for many years a member of Div. 74, but has transferred lately to Div. 459, where he works with the same energy as in his younger days. He is always found in his place in the Division unless detained by unavoidable circumstances.

No doubt Brother Shull's familiar face will be readily recognized by many of the boys who were pillars in our Order many years ago.

While he is very near the retiring age, yet he is young in spirit and ever ambitious. May he long be spared to give us counsel and may we profit thereby.

Fraternally,

A MEMBER OF DIV. 459.

The Signal and the Answer.

BY O. A. CRESSY.

As I sat in a village home today,
Reading some poems to friends whom I knew,
A train up the track was making its way,
And mine hostess saw it. The whistle blew,
And she flew to the door—there to wave her hand—
A signal to him who was in command
Of the engine that pulled its heavy load
Around the long curve of the iron road.

As the train was passing the village through,
She waved to her husband—the engineer—
A hearty salute—one of loving cheer—
Who caught the signal, and the whistle blew
Responsive answer, that to her should tell
That he was still safe, and that all was well.

'Twas a beautiful sight! It me impressed,
That signal from her to her loved and best,
The answer he made to her waving hand,
Which messages each could well understand.

It comes to me now, with this lesson sweet,
As I musing sat in my cot today,
That we may with loving messages greet
The friends who may pass us along life's way
A kindly word or a wave of the hand
Is something the poorest can understand.
It cheers up the heart 'neath the burden's load
Of care and toll, and—too often—the pain
We have to endure 'mid the weary strain
Of cares that beset us along our way.
Friends daily pass; some are passing away!
A loving word, or a wave of the hand,
As they pass us—bound for the other land—
May bring us answer, a signal to tell
To our listening hearts that "all is well!"

Walden Cot, March 20, Newport, Minn.

Montreal Union Meeting.

RENSSELAER, N. Y., AUG. 30, 1913.

EDITOR JOURNAL: I am directed by the members of Rensselaer Div. 752 and Albany Div. 46, B. of L. E., and G. I. A.



BROTHERS ATTENDING THE MONTREAL UNION MEETING
Bros. Meehan, 46; Smith, 46; Bouton and Jennell,
752; Ricker, 46, at Malone, N. Y.



GROUP OF SISTERS ATTENDING MONTREAL UNION
MEETING, AT THE FOOT OF MT. ROYAL.



ATTENDANTS AT THE MONTREAL UNION MEETING.
Sisters Bouton, Jennell, Smith and Meehan, on the
way, at Malone, N. Y.

Div. 358, to send you the inclosed pictures taken by Sister Meehan on the trip representing those organizations to the union meeting of the B. of L. E. and G. I. A. held in Montreal, Canada, August 4 to 8, 1913.

The publication of the pictures in the JOURNAL would be very highly appreciated by the organizations in whose behalf I am writing.

We would also like to express our sincere thanks for the many courtesies extended to us while in Canada by the executive and subordinate committee of the B. of L. E. and G. I. A. who were assigned to look after our comfort.

We feel that the union meeting not only promoted our interests as representatives of important organized railroad bodies, but afforded us the highest enjoyment in becoming acquainted with

our Sisters and Brothers in the Dominion and the beautiful country where they are employed.

Thanking you for all past favors, I am,
Yours fraternally,
H. C. BOUTON, S.-T. Div. 752.

An Auxiliary to Div. 823.

EDITOR JOURNAL: On July 18, Mrs. J. R. Crittenden, Grand Organizer of the G. I. A., organized Division 379, at New Smyrna, Fla., Mrs. W. L. Riley, President, and Mrs. T. H. Moore, Secretary.

After the organization, the evening was taken up by a social gathering at the hall, being well attended by members of the B. of L. E. and G. I. A. and friends. Music was furnished by Bro. F. N. Holley, Miss Ruth Holley and Miss Courtney.

Sister Crittenden gave us a very able and interesting talk as to the work being



CHARTER MEMBERS OF DIVISION 379, G. I. A.—Courtesy Member Div. 823, G. I. A.

done by the G. I. A., which we all enjoyed very much.

After a few remarks by others refreshments were served, to the enjoyment of all, and we all went home feeling that we had passed a pleasant evening, and well pleased to see the G. I. A. started here.

I am sure we will hear from them in in the JOURNAL soon, as the members of 379 are a wide-awake lot, and will not remain idle. The accompanying photo shows charter members of 379.

MEMBER DIV. 823, B. of L. E.

Successful Fishermen.

GREENFIELD, MASS., Aug. 16, 1913.

EDITOR JOURNAL: Brothers Bellows, Hawks, Lewis, Houston and Fletcher, members of Deerfield Valley Div. 112, and Leason, of David Wright Lodge No. 547, had a month's vacation at Great Chebeague Island, Me., 18 miles from Portland. The greater part of the fishing was done off Brown Cow Island, where they caught every known salt-water fish from cod to skates. The photo shows one of their lucky catches weighing about 250 pounds. They caught over 1,500 pounds in all. Even the old-timers said they were the most successful fishermen they had seen for many

years, and that the Greenfield engineers could fish as well as run on engines.

Courteously,
A BROTHER, Div. 112.

Division 314, Rocky Mount, N. C.

MEMPHIS, TENN., Sept. 6, 1913.

EDITOR JOURNAL: I have just returned from a very pleasant trip to the Carolinas. On August 25 I was a visitor at Division 314, in Rocky Mount, N. C.; and that other Divisions, localities and Brothers may profit by my observations, I must tell of a little of my trip, hoping just one little word or sentence may be the means of lifting some soul from the "mire and clay of sin and place them in the shadow of the rock that is higher than I."

I can freely say that I never met a more gentlemanly and brotherly set of men than I found at Greensboro and Rocky Mount, N. C.

At 9:30 a. m. Div. 314 was called to order by the Chief, and the businesslike way they dispatched their business, I was free to compliment them and bid them good cheer. The good friendly and brotherly feeling that predominated was worthy of notice, and I could not pass without special notice of the good, kind



MAINE FISHERMEN.

honors from Bro. S. B. Dominick and his estimable wife, who spared no energy to make my visit so very pleasant.

Lastly, I cannot pass without special notice to the respect the Brothers of the Division had for themselves, their families, for me and their God, as I paid especial attention at the Division, on the street, at the shops, that not *one* word of profanity did I hear, not even the word "damn." I wish I could say as much for all Divisions, but charity should begin at home, and I trust and pray that where improvement can be made in this line it will be done at once.

"Thou shalt not take the name of the Lord thy God in vain, for the Lord will not hold him guiltless that taketh His name in vain." THOS. H. HINER, Div. 23.

A Reminder of the Omaha Tornado.

OMAHA, NEB., Aug. 12, 1913.

EDITOR JOURNAL: Inclosed please find photo taken a few days after the tornado in Omaha, March 23, 1913. It shows the home of Bro. R. M. Gross, Div. 389, which was badly damaged and practically



A REMINDER OF THE OMAHA, NEB., TORNADO.

all its contents destroyed. Brother Gross pulls a passenger train on the C., N. W. R. R., between Council Bluffs, Ia., and Norfolk, Neb. He was on the road at the time of the tornado, on his way home, where he arrived a little after midnight and found his home a complete wreck. His family were fortunately visiting relatives in Lincoln, Neb. If you have space in your JOURNAL and the photo is O.K., would be pleased to have it published.

BRO. R. M. GROSS.

The Engineer's Sunbeam.

BY S. M. WRIGHT.

An overland train had arrived at the mole,
When an incident happened which stirs up the soul;

The great iron monster attached to the train,
Was throbbing and puffing with might and with main.

It had scaled the grand mountains and rocky defiles,
And thundered through bridges and valleys for miles;

Like a demon infernal he entered the town,
And blasts of his breath scattered sparks o'er the ground.

The din in the depot was deafening and wild,
But out of the roar came the voice of a child;
She welcomed her parents, who came on the train,

With kisses, caressing again and again.

A golden-haired beauty of six or eight years,
With sweet, loving nature, and thus she appears;

No check did she put on her radiant love—
'Twas pure as exists with the angels above.

At last the fond trio set out for the bay,
Then, passing the engine which stood by the way,

The little one quickly ran up to his side
And patted the monster in juvenile pride.

Now looking him over, she playfully said,
"You, good, big, old horse, many thanks, for you led

My father and mother, with toot and a whirl,
Through mountains and back to their own little girl.

And e'en tho' you care not a penny for me,
Because I'm as little as little can be—"
And then she turned 'round to the good engineer
Who leaned from the cab through a window quite near—

"You, too," she continued, and tossed him a kiss,

"I love you both dearly," she said, hit or miss;
And then she was gone like a glimmering ray
Of the sun's golden light at close of the day.

Just then a bright sunbeam which, guided by
Fate,

Came softly by way of the great Golden Gate—
And entering through a crevice quite small,
Gleamed in the engineer's cab on the wall.

The engineer now, from a feeling so glad,
Had changed and his features were gloomy and
sad,

For suddenly, even the sunbeam was gone,
And everything seemed to be darkly forlorn.

He turned in the cab, not a word did he speak.
But tears trickled over his dust-begrimed cheek;
Did he think of a tot—his own, far away,
When tears crowded up that no effort could stay?

Bro. Wm. L. Wright Retired.

EDITOR JOURNAL: Mr. Wm. L. Wright has just retired from the service of the Erie Railroad as engineer, on account of the age limit. He was a man who commanded the respect of all, and whose counsel and advice were sought when questions of vital importance were at issue.

The 50 years he has been in the employ of the Erie has but proven his worth and gained him an opportunity to establish a record as one of the best engineers in the service.

Brother Wright was born in Dayton, O., August 6, 1843, and was the son of John Wright, a merchant of that place. He secured a fine school education. After leaving school he learned telegraphy at Pittsburgh, Pa., and for two years followed that vocation on the Cleveland & Pittsburgh Railroad, at Pittsburgh. In 1863 he went firing on the Oil Creek Railroad between Titusville and Corry, Pa., and one year later he went to the Atlantic & Great Western Railroad (now part of the Erie) and fired for one year, when he was promoted to the position of engineer, in June, 1865. Since then until his retirement he has pulled all the important trains on the Cincinnati division of the Erie Railroad.

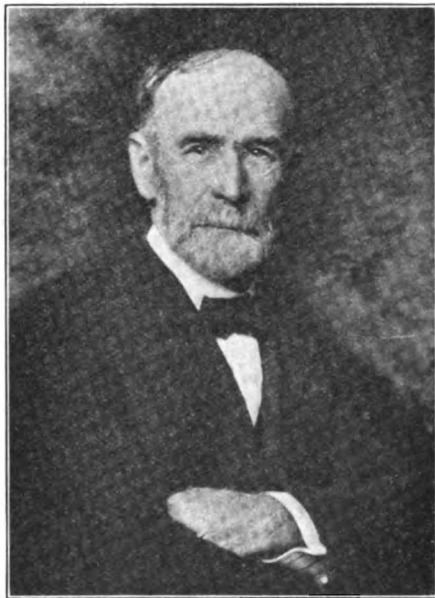
He was initiated into Div. 28, at Dayton, O., December 28, 1868, and served as F. A. E. for a long term, representing that Division at the Toronto Convention in 1871. He also served on the General Committee. He relates that at that time the Grand Office had but one room, occupied by our late Brothers P. M. Arthur, G. C. E., and T. S. Ingraham; also

that he had the honor of entertaining many times the "Father of the Order," our late Bro. W. D. Robison.

On December 26, 1864, he was united in marriage to Miss Mary J. McCune, of Pittsburgh, Pa. Mrs. Wright was a woman of the highest type and a charming conversationalist. She was called to her reward some years ago, to the regret of her family and a host of friends.

Nature and the art of right living have done much for Brother Wright. As a man of 70 years, he would be passed for a man of 50 years.

The standard in living and standard of



BRO. W. L. WRIGHT, DIV. 16.

intelligence of the family of five children reflect high credit upon the parents. Brother Wright resides with his daughter, Miss Mamie, at No. 61 Walnut street, Dayton. His four sons have all attained eminence. Edward Wright, president of the Ohio Coal & Iron Company, Dayton, O.; John Wright, Cincinnati, O., president of the Raleigh Coal & Coke Company, of West Virginia, also director of the Barney & Smith Car Company; Dr. W. L. Wright, of Dayton, O., and Dr. William Wright, of Rio de Janeiro, S. A.

A streak of inventive and mechanical genius seems to be imbedded in the Wright

stock. Our late Brother John Talbert Wright, a brother of Bro. Wm. Wright, was the inventor and patentee of the United States Metallic Packing, which right he sold and retired from active service as an engineer. Brother Wright's nephew, John Talbert Lanston, is the inventor of the monotype machine, and that without even having been a practical printer.

Brother Wright's boast is that he never had a fireman who made a failure as a runner.

The veteran quits the rails with the high esteem of a host of friends, as well as of the membership of Div. 16, B. of L. E., where he has held membership so long, and who wish him many years of good health and prosperity.

Yours fraternally,
ED KAVANAGH.

Lost Landmarks.

EDITOR JOURNAL: I have a well-preserved timecard issued June 17, 1855, by James Moore, superintendent. This card was one of the first perfected running-cards of through trains between Toledo, O., and Chicago, on the M. S. & N. I. R. R. Four through passenger trains were put on at this time, two running from Monroe to Chicago, connecting with the lake steamers.

The first part of this road was built in 1838 with strap rail from Monroe to Adrian; in 1850 from Toledo to Hillsdale, 66 miles, forming a junction with the Monroe line at Lenawee. This road's charter was Erie and Kalamazoo.

The first engine was a Baldwin, being the eightieth engine (1837) built by Mr. Baldwin, and named "Adrian." It had single drivers, 10 x 14-inch cylinders; weight 10 tons.

The second engine was a little larger and called the "Comet."

Years afterwards they stood in the shop yard at Adrian until finally sold to some Western road before the year 1860.

We boys of those days passed away many an hour playing engineer and fireman on the old engines.

From 1854 to 1858 a beautiful class of engines were received from the Man-

chester Locomotive Works; all inside connected, 14 x 20 and 15 x 22; ten of each class, weighing 21 and 24 tons. These engines were beautiful in design and trimmed in brass, bright work and paint. They had black walnut cabs painted in gaudy colors and gold leaf even to the frames were painted. The engines had 6-foot drivers and the spokes of the wheels were painted and gilded to represent the sun's rays.

These engines were to take the place of the several classes of hook-motion engines built by Baldwin, Hinkley, Swinbourne, Schenectady, and others.

This was one of the first attempts of a master mechanic to get locomotives in classes, and in those days a master mechanic was the whole thing in the locomotive department, and the strife between the master mechanics of different roads to have the most beautiful engines was certainly strenuous. Thousands of dollars were put on the engines for beauty that today would give a general manager or master mechanic nervous prostration at such an outlay of money. But no automobile has yet been built that would compare with many of the passenger engines from 1856 to 1863.

About the latter year they commenced to cut out beauty and workmanship and we certainly did get some shoddy engines built for the Government on all our roads during the Civil War. The cause was the great demand for power the war produced. When there were not engines enough for the Government in the South they would send their engineers and agents to the different roads in the North, pick out two or more of the best ones and down South they went to be knocked to pieces by the war's work. It broke some hearts to see our pet machines taken by these Government officials, and all the company got was, "Charge No. 20 to Uncle Sam."

In 1856 two inside connected Manchester engines, the "Ohio" and "Indiana," met head-on with passenger trains between Jonesville and Hillsdale on a curve, and they were so badly used up that for years it was not decided if it would pay to rebuild them, and they were left to rust on the repair track.

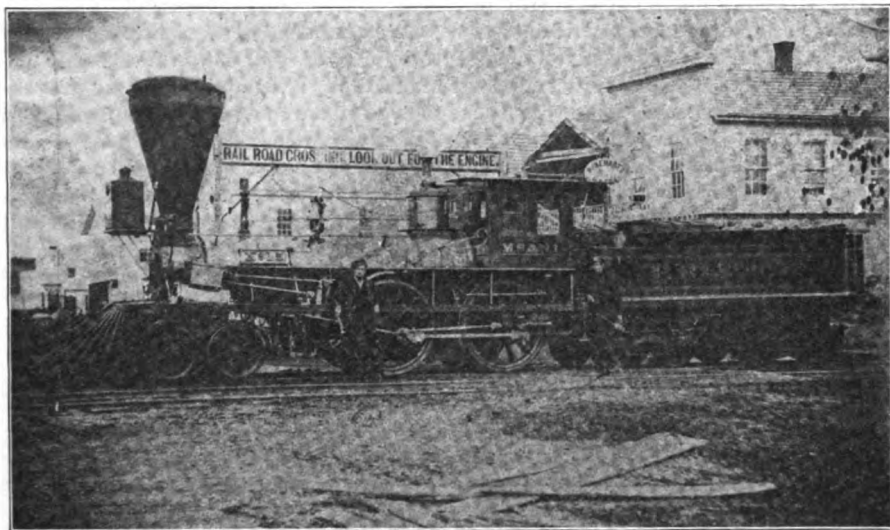
However, the war made it a hard matter to get engines and the "Ohio" was taken into the Adrian shops for an overhauling and after a year or more was rebuilt, and after a month on freight without paint or trimmings she was pronounced in good condition and backed into the two-stall paint house for two months or more to be painted, trimmed and finished by the artist, Chas. Stockwell, and ready for her train. She was now numbered the 54 and named the "James Moore," who, of course, being a Scot, the engine was painted to a historical how-are-you.

smooth after the letters were set in. Inside were four oil paintings of fruit and flowers and Scottish highland scenes. Plush and velvet cushions on seat and lazy-board. The tender was a picture in Scotch plaid with name worked in everything. Inside cab was brass and silver highly finished.

Well, you can probably catch on to what we had to do for our \$1.50 per day.

The strife between the few small roads and the men at that time brought out the highest order of workmanship.

This engine was exhibited, painted and



THE BRISTOL, M. S. & N. Y. RAILROAD, NO. 18.

I think a description of this engine will be interesting to the young men on both sides of the cab of 1913. The front end of smoke arch was solid finished brass, and eight heavy brass bands on Russia silver jacket, running-board 24 inches wide, heavy brass trimmed, and six columns inside and outside with scroll braces; dome and sand-box brass, and German silver bell frame, eight heavy posts of brass with silver yoke; cylinder and steam chests brass; smokestack trimmed at base with brass saddle; two 4-foot flagstaffs of beautiful design; brass pilot; brass beam ends and push-bar, with bright finish, as well as iron pilot of 2-inch round iron; black walnut cab, round front, piano finish; name on side panels made in silver planed down

photographed and compared with the finest engines produced in the country, and I never saw one equal to her, and I went out of my way to see several for a number of years.

Now, a word to our boys of today. I fired this engine, the "James Moore," all of 1864 and part of 1865 on the Air Line, Toledo to Elkhart, 133 miles; time, 4 hours and 45 minutes; 21 stops, using three to four cords of wood.

I have put in on a soldiers' train of supplies and soldiers from 12 to 15 hours many a time—all for \$1.50, and we were paying 25 cents for meals on the road; but the road was not our hard work—it was the hours of cleaning and polishing, many times with the engineer's help on a layover. Everything was furnished to

clean with and we had to make good on the passenger engines before they coupled on. Even the conductor and brakeman would look you over to see if you were up-to-date, and often came to the roundhouse and gave us a hand. Every minute of layover was taken up to keep your engine clean for the master mechanic's or foreman's inspection before departing.

It is history, however, that from the years 1853 to 1863 was certainly the decade of clean and ornamental locomotives on all our railroads.

After 47 years I made a special trip to visit the old familiar spots and terminals where my father was engineer for many years and where I began my railroad work as fireman at the beginning of the Civil War, and was one of the victims of the strike of January 17, 1866. I visited the old terminals which were in my time and a good many years previous at Adrian, Mich., La Porte, Ind., Goshen, Ind., Toledo, O., and White Pigeon, Mich.

And I might remark while passing that I have no desire to pay these places another visit, for I was a stranger. I talked with old, gray-haired engineers and conductors who had run here more than twoscore years, but none that knew or were boys with me. The towns, the country, the right-of-way, the beautiful forests along the Air Line and old line—all gone! I looked in vain through the roundhouses, shops and yards for an old familiar engine of the old school. How I longed to climb once more into the cab of the "Old Ben" or "Jimmie Moore." They told me all had passed on the same as their old drivers and masters—the engineers. All the locomotives I found were the same as you find on all roads now—big, black, classified monsters, in my ride from the Atlantic to the Pacific, and it was no use to go from your easy-seat in the sleeper to the front to see what kind of an engine was going to pull you out of this terminal. The one just cut from your train is superseded by one of the same class.

Forty-five years ago on a trip from Chicago to New York you got 16 changes of locomotives, and dollars to doughnuts

if you did not get 16 different makes, for at the close of the Civil War there were nearly 40 locomotive factories in the United States, and all so differently constructed and non-interchangeable that you could not change even the seat-boxes.

Nevertheless, somehow, I am glad I fired and ran a locomotive when I did.

Fraternally yours,
NED LEWIS.

Reminiscent.

BY J. W. READING.

My experience in the Southland during the winter of 1881-82 was not altogether unpleasant. When off duty at the Galveston end of the route I really enjoyed life and often wished that I had the means to live without the aid of the Gulf, Colorado & Santa Fe Railroad Company. I enjoyed going down to the docks and watching the arrival and departure of ships bearing the flags of almost every civilized nation.

On Christmas day, 1881, there was an unusual display of bunting on the many vessels anchored within the harbor. Previous to that day it would have been hard to make me believe that so many countries were interested in the shipping interests in and out of the city of Galveston. As memories of thirty-two years ago flit back to me I wonder what must be the increase in the shipping interests of the present time.

Our roundhouse was so situated that the outer or back walls were upon the edge of the bay. The water was shallow and when the tide was out there was nearly a half mile of bare ground, with little pools here and there literally alive with shrimp. Aside from the buzzard, these shrimp were the most interesting thing in animal or fish life that I found in the South. As the tide lowered these abbreviated species of the crawfish or lobster would get busy trying to keep in water enough to swim gracefully, although they could do a good job of moving about on the bare sands when the occasion required.

It was something of a study for me to watch the movements of this salt sea

life, and the many, many thousands of them were the greatest revelation. Self-preservation being the first law of nature, the instinct was as strong in the shrimp as in the higher types of life. They had a way of hiding in the sand that double discounted the ostrich, and they could swim tail first with great rapidity. It was only in numbers that fate seemed against them. They seemed too numerous for the amount of sand within which to hide.

Like the lobster, the shrimp changed his color when introduced to a pot of boiling water, and also, like the lobster, is considered a delicious article of diet by certain classes of humanity.

I was introduced to a boiled lobster just once during my sojourn in Galveston and there was no enjoyment for me in the acquaintance. If shrimp can furnish no better claim as an article of food than my lobster the ocean might fill up with them and I would starve to death before I would try to diminish their number.

Standing in a doorway in back of roundhouse one afternoon while the tide was out I noticed a pelican some forty rods away. His great beak and gunny-sack was resting on his bosom and apparently he was either asleep or was having a bad attack of indigestion caused probably from an overindulgence of shrimp. The roundhouse foreman got his Winchester and said: "Watch me wake him up."

His honor did a very poor job, however, as he disturbed the shrimp in various pools all around the bird before he succeeded in relieving him of the necessity of digesting shrimp or the backbones and ribs of fish.

I had previously seen pelicans in traveling menageries, but nothing so large as the one killed that afternoon.

The pelican, according to encyclopedic information, is a large, piscivorous, water fowl, with an enormous pouch dependable from the flexible branches of the lower mandible, but capable of being contracted when not in use as a depository of food. The species are widely distributed and frequent the shores of the sea, rivers and lakes,

feeding chiefly on fish which they hunt in shallow water. The common pelican is about the size of a swan, though its enormous bill and loose plumage make it look much larger. It usually nests on the ground in some retired spot near the water and lays two or three white eggs. Of course, like the buzzard and shrimp, the pelican was a novelty and of absorbing interest, and the most surprising thing about him was his apparent tameness.

In animal life there is one other quadruped very numerous on Texas soil and which is almost exclusively a Texas product. I refer to the horned frog. To the visitor who first makes his frogship's acquaintance there will be found nothing good-looking about him and upon the first impulse the stranger will likely desire to create as much distance as possible between himself and the frog. This frog is an "interesting little cuss;" and here again I am going to refer to *Texas Siftings*, where I find a brief biography of the creature. It says:

"He stood on the Pacific slope of Orion Creek near a schoolhouse. He was evidently a schoolmaster. His rusty black clothes and spacious shirt collar betrayed him. He was gazing intently on a small object on the ground. As we approached he picked it up, and, holding it out in his hands, asked us if we had ever seen an *iguanian reptile of the genus *Phrynosoma*. We confessed that we had never seen one often enough to get acquainted with its domestic habits. He said that it was an interesting reptile and was vulgarly called the horned frog.

The specimen in his hand was the first that we had ever seen and the teacher discoursed learnedly regarding the manners and customs and family history of the bright-looking little reptile.

We have seen many of the frogs and have found them to be very much of an improvement on the bull-frog, although their vocal ability is much more limited. When the horned frog is at home he indulges in wild bursts of eloquent silence and seldom makes any noise except when

(* An iguanian is of the lizard species.)

you lock him up in a bureau drawer to see how long he will live without food.

The horned frog is a native of Texas and Lower California, where he is found inhabiting the sandy soil of the prairies and the pockets of the small boy.

The horned frog is really no frog at all, but a lizard traveling incognito. He is shorter and broader than the ordinary lizard, gray in color, with bright spots and horny spikes all over his back and on his head two real horns about half an inch in length. He is not as big as a bull but you can take him by the horns, just the same.

Although the horned frog does not live in a restaurant he eats about as many flies as if he did; in fact, he lives on flies; that is his principal pursuit. When he eats a fly he knows what he is doing, and that is where he has the advantage over the regular restaurant boarder. We have seen horned frogs used as fly traps in grocery windows. . . .

The horned frog is a dry, cleanly little reptile and seems to have no vices. He will live six months without food and be good-natured all the time. He travels a great deal, but never brags about it. We knew one that left Texas and three weeks afterwards was registered in a town in the south of England in the enjoyment of fine health. He traveled cheaply, too, and, although he did not go on an editorial excursion, yet his traveling expenses, including hotel bills, fees to waiters, and other incidentals only amounted to 10 cents, this being the value of the postage stamps posted on the paper collar-box he was mailed in. Large quantities of him were formerly exiled to the Northern States and elsewhere through the medium of the postoffice department. The postoffice authorities did not object much to the horned frog, but after a while they found that tarantulas, centipedes, and an occasional rattlesnake were to be found among the letters and other mail matter. The paper boxes in which these little playthings were forwarded frequently got broken and the foundling tarantula would occasionally bear away a postoffice clerk to the dark and silent tomb. The consequence was that the clerks took to distributing and assorting

mails with long poles. This occupied too much time, and when they found specimens of native Texans, instead of picking them up, placing them in the boxes and re-addressing them, they killed them in their tracks. . . ."

Another species of reptile life known as a "swift" was brought to my attention in the following manner: We were delayed at a siding one afternoon and, noticing a place that was shady and the grass looking fresh, I took a cushion to the spot, hoping to catch a nap, as I had often done in Michigan. I hardly got into a comfortable position before I heard a rustle in the grass on all sides of my improvised bed; then I sat up and began to take notice. By a closer inspection I could see a movement of the grass wherever I heard the rustle. I then got onto my hands and knees and soon located a swift—not one, but hundreds of them. As far as I could see I could detect their movements by a slight disturbance of the grass. They were as quick as "chain lightning" and the word "swift" was a very appropriate name to apply to those bright-eyed little reptiles. They are nothing more or less than a green lizard about four inches long, and if not of the same species they very much resemble what is known as the chameleon.

I did not try for any further naps on the grass in shady nooks while sojourning in the Southland.

In Texas animal life the jack-rabbit was probably the most numerous, but it was difficult to get acquainted with him. If you chanced to get near one unobserved it would be something of a miracle, and when you did surprise one he would surprise you by the distance he would create between his rabbitship and yourself before you could say "Good morning." Kindly read his Texas biography:

"The jack-rabbit is an inhabitant of Texas and some other Western States. However, he is not a rabbit at all. A rabbit is an unobtrusive little animal who is found by schoolboys in a hole in the ground at the end of a long track in the snow. The so-called jack-rabbit is quite a different kind of soup meat. He is identical with the British hare, except

that he is larger and his color lighter and his ears are much longer. His avoirdupois is about 12 pounds and his ears measure from tip to tip about 16 inches. He does not burrow in the ground. He lies under cover of a bunch of prairie grass, but is very seldom found at home, his office hours being between sunset and sunrise. He is to be found during the day on the open prairie, where he feeds on the tender shoots of the mesquite or sage grass.

The jack-rabbit has several enemies, among them the cowboy who shoots him with a rifle, the coyote and dog that try to run him down. He has two ways of protecting himself against his enemies: One way is to squat when he suspects danger and fold his ears along his sides. By doing this he often escapes observation, as only his back is exposed, the color of which harmonizes with the brown of the withered grass. The other plan that he uses when discovered and pursued is to create a remoteness between himself and his pursuer. In giving his whole attention to this matter he is a stupendous success and earnest to a fault. When disturbed he unlimbers his long legs, unfurls his ears and goes off with a bound. He generally stops after running about 100 yards and looks back to see if his pursuer is enjoying the chase as much as he thought he would, and then he leaves for parts unknown.

There are many fast things, from an ice-boat to a note maturing in the bank, but nothing to equal the jack-rabbit. An unfounded rumor gets around pretty lively, but could not keep up with him for two blocks. When an ordinary cur dog tries to expedite a jack-rabbit route he makes a humiliating failure of it. He only gives the rabbit gentle exercise. The latter merely throws up his ears, and under easy sail, skims leisurely along, tacking occasionally to give the funeral procession time to catch up. But if you want to see velocity, urgent speed and precipitated haste, you have only to turn loose a greyhound in the wake of a jack-rabbit. Pursued by a greyhound, he will let himself out in a manner that would astonish a prepaid half-rate message. If he is a rabbit that has never had any ex-

perience with a greyhound he will start off at an easy pace, but as he turns to wink derisively at what he supposes to be an ordinary yellow dog, he realizes that there is a force in nature hitherto unknown to him and his look of astonishment, alarm and disgust, as he furls his ears and promptly declines the nomination, is amusing. Under such circumstances he goes too fast for the eye to follow his movements and presents the optical illusion of a streak of jack-rabbit a mile and a half long."

The Correspondence Department.

The experiences of our older and esteemed Brothers who helped found the Order and who met all the conditions in its early history, remaining loyal all the years, are interesting reading and present splendid lessons of loyalty to principle; but there ought to be other subjects our members desire to present in this department, so as to make it more diversified.—EDITOR.

Railroad Men's Home.

HIGHLAND PARK, ILL., Sept. 1, 1918.

EDITOR JOURNAL: The following contributions were received at the Home during the month of August, 1913:

B. OF L. E. DIVISIONS.

Div.	Amt.
66.....	\$12 00

SUMMARY.

Grand Division, B. of L. E.....	\$ 75 00
Grand Division O. R. C.....	287 66
Grand Lodge, B. of R. T.....	2507 26
B. of L. E. Divisions.....	12 00
O. R. C. Divisions.....	12 00
B. of R. T. Lodges.....	26 00
L. A. C. Divisions.....	5 00
Proceeds of an entertainment through the efforts of Bro. A. H. Rieger, Div. 188, B. of L. F. & E., Freeport, Ill.....	40 00
Proceeds of a picnic given at the Home by Div. 1, G. I. A.....	20 00
Reimbursement of part of the amount expended for the funeral of Brother Frank Alspaugh.....	20 00
Overcharge on railroad ticket favoring Bro. Edw. Burkholder from Ottumwa, Ia., to Salida, Colo.....	1 48
James Costello, Div. 270, O. R. C.....	1 00
Alfred S. Lunt, Div. 456, B. of R. T.....	1 00
J. F. Clark, Div. 441, O. R. C.....	1 00
C. S. McKay, Div. 119, B. of L. E.....	1 00
Mrs. Oliver, Div. 96, G. I. A.....	1 00
Mrs. Harry Rodrigues.....	1 00

Total.....\$3012 40

MISCELLANEOUS.

Quilt from Div. 279, L. A. C., Wichita Falls, Tex.
Respectfully submitted,
JOHN O'KEEFE, Sec.-Treas. & Mgt.,
Railroad Men's Home.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 227 18th avenue, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 1509 Morse avenue North Side, Chicago, Ill.

October.

The pink wild rose has vanished now
The daisy's reign is over,
In sunny meadows, wide and green,
No longer blooms the clover;
Still gently blows the fragrant breeze
Where yellow leaves are drifting.
And purple asters by the road
Their royal heads are lifting.

In every wood that crimson burns
The birds are softly calling,
And through the misty autumn haze
The ripe brown nuts are falling.
The long vacation days are past
With all their mirth and leisure,
But in the woods the children find
October's hidden treasure.

With eager eyes they watch the gold
The graceful elms are showing.
And see the maple's ruddy robes
With brilliant rubies glowing;
They hear the round red apples drop
Among the tangled grasses.
And see the yellow stubble gleam
In every wind that passes.

Too soon above the quiet fields
The snowflakes will be flying,
Too soon above the distant hills
The winter winds be sighing;
But now all golden are the days,
And sunny is the weather,
And children through the woodland ways
Trip merrily together. —A. W. WRAY.

Modern Halloween.

BY H. E. BENNETT.

The church calendar gives us the first day of November as "All Saints' Day." This should be a day of solemnity, and the eve of that day has very appropriately been called All Hallowed Eve or Halloween.

From the name one would naturally suppose that evening would be characterized by decorous ceremonies of a religious nature.

In England it is kept as a feast night, devoted to cracking nuts, diving for apples and other fireside revelries.

In Scotland, Halloween ceremonies partake more of a superstitious character; the idea being that it is the time of all others when supernatural influences prevail. It is the night set apart for the walking abroad of spirits. How these ideas originated no one knows. It seems that we must regard it as a relic of pagan times. Americans are not superstitious as a rule and the talk about fairies, ghosts and so forth only excites derision.

To these customs have succeeded others which are even less commendable.

The boys have turned Halloween into a mischief-making night, to the great annoyance of their elders. In the city where the police are vigilant the damage resulting from boyish pranks is not so much, but in the country the mischief-loving boy has a "heap" of fun.

No gate is safe, and the pranks he plays with every movable article, such as wagons, farm implements, lawn ornaments and tradesmen's signs are innumerable.

Ingenious youth perpetrates a thousand and one tricks on Halloween, but these tricks are rarely malicious, in the strict sense of the term.

Of course it is not pleasant to find the

barber's pole in front of the undertaker's, or for the doctor to discover a butcher's sign swinging over his doorway, but all concerned can afford to laugh over the affair a week hence. It is at least better than to frighten a poor peasant girl to death with a sheeted figure, or make a gibbering idiot out of a farmer's boy.

We have no reason for superstition in this country, and the sooner the gloomy and heathenish features of Halloween are forgotten the better. But the custom of gathering around the family fire, cracking jests as well as nuts, telling stories not of ghosts, eating apples and cake, and having a jolly good time generally, is a custom that should be perpetuated. Let the eve be hallowed by friendship and good cheer, so that in time it may become a Christmas on a small scale.

The Bad Girl's Diary.

BY EFFIE ERSKINE.

October 1.—I am to go to the country—to Uncle Eli's! The invitation came this morning, and mother seemed to be so delighted.

"I do hope uncle will keep you all winter," she said. Mother always likes me to enjoy myself.

Father said: "If Eli keeps Jennie more than a week, I'll be surprised!"

Then he looked angry at me. I suppose he hasn't forgiven me yet for trying to alter his silk hat into a turban, when I wanted a turban so bad. I'm sure he might get the rim sewed on again. Johnny says he hopes I'll *never* come back, but he's cross because I smashed his new camera yesterday. But I don't mind. I'm sure there are no mean things to break and get a girl into trouble at Uncle Eli's. I am to start the first thing in the morning, and mother says she will attend to the packing of my trunk.

October 2.—Arrived at Uncle Eli's about noon. Cousin Aleck took me from the station in the wagon, and was so provoked because the wagon ran over the whip and broke it! I dropped it in the road. I thought I would put him in good humor by pinning his coat-tails to the

seat, but when he jumped out—ripl! went his coat, and he stormed worse than ever. Aunt Sarah is such a nice woman. She only laughed at dinner when I upset the coffee-pot and scalded the cat; although she did get a little angry when I smashed a platter after dinner, trying to spin it on my finger like our Johnny does his tambourine. Uncle Eli said I'd better go out in the fields where I couldn't do any harm. I visited the farmyard in the afternoon. Such lots of chickens and ducks and geese! I know I shall enjoy myself here. The little chicks are so cunning! but I had no idea they were so delicate. I tossed three or four up in the air to see them fly, and Cousin Aleck says I killed them. Aunt Sarah got me to go to bed right after supper. I am so tired!

October 3.—I tripped on the rug before the bureau this morning while combing my hair, and the brush hit the mirror and cracked it. I don't suppose they will mind—it's such an old thing. Dropped the cat out of the window on my way down stairs to breakfast—they say cats always light on their feet. After breakfast, went to look for berries in the pasture lot. I took Aunt Sarah's shawl to keep my shoulders warm. I didn't know until I came back that it was her best Paisley and that I had torn it awfully. I didn't find any berries. There is such a cute calf in the barn—I wonder what's its name. Uncle Eli says I may ride the pony to water this evening if I'm good, and I'm sure I am. Cousin Aleck raised an awful row just before supper. He is going to the village, and can't find his silver watch. I just remember that I took it with me when I went berrying. Could I have lost it in the field? When I happened to mention it, he went on worse than ever. A person never gets any credit for being truthful, I don't care what the story-books say. Anyhow it was a cheap watch.

October 4.—Rained all morning, and I had a nice time. I found a box of paints, and painted all the photographs I could find in the album and around the parlor. There was a stuffed parrot under a glass case, and I broke the glass trying to get

a good look at the parrot. I think it is very poor taste to have glass cases in the parlor—they are away out of style. It cleared up after dinner, and I let the calf out of the barn to see it run. About an hour later, Uncle Eli brought a man who was going to buy it, and they both raved when they found it wasn't there. It took Uncle Eli until supper-time to hunt it up, and he had an awful time getting it back in the barn. I declare he couldn't speak a civil word to me at supper, and Aunt Sarah scolded me dreadful about painting the photographs and breaking the glass—country people are so peculiar in some things. Cousin Aleck asked me if our folks wasn't sorry to do without me, and Uncle Eli laughed for the first time. I felt so mad I marched to my room right away after supper, and sat up until 11 o'clock reading the "Pilgrim's Progress." I went to sleep over it, and the candle scorched the window-shade; but it's dark green holland, and I don't believe it will show much.

October 5.—Company came today. They had a baby, and there was a row right away because I gave him a berry-dish to play with and he broke it. Aunt Sarah said, "Sakes alive! what a girl!" and Uncle Eli made believe to tear his hair. There's no use trying to please some people. I went to the mill to see the wheels go around, but Cousin Aleck was there, and he began talking about his watch, so I came away. Then I went to the barn to ride the pony. I think I must have done something to him, because he started off like all-possessed and ran slap into the kitchen. Such a clatter and smash as there was before he got out! And I was pitched right against Mrs. Bromley, and I guess I must have hurt her.

October 6.—My head is tied up, and I am home again. Johnny teases me dreadfully about my short visit, but I don't care. I had a splendid time, and I hope Uncle Eli and Aunt Sarah won't forget me.

The Girl of the Family.

Mothers, teach your daughters that their possibilities are limitless, although,

in ignorance of the fact, they may cast envious glances adown the pathway of life along which the big brother is plodding, and sigh that their lot should be that of a woman.

Teach them that they are blessed beyond compare in belonging to an age which not only bestows recognition upon the gentler sex, but is blossoming with the sweetest and brightest opportunities for self-advancement.

The average girl is very timid, and, what is more pitiful, she is being utterly neglected, so far as practical training is concerned. It is the crying evil of the day. The boys are taken in hand at an early age, and coached with reference to coming years. One of the first questions asked the small man is:

"Well, my boy, what are you going to do when you grow up?"

The seed is sown, and this lad takes, for the first time, perhaps, into serious consideration the truth that he has been born into the world for a purpose.

And his sister? Not a word of the future reaches her ear. She plays on the banjo, piano or mandolin; studies in desultory fashion; darns an immense quantity of goods, called by courtesy "fancy work;" visits shops and dabbles a little in art.

"She is a comely lass. Of course she will marry some day."

So argues the fond mother. But she does not. There is a financial hitch. Things begin to go wrong. In the tangle of business affairs the domestic machinery is caught. The wheels that have been running with velvety smoothness for so many years suddenly stop, and this daughter of the household—the pretty, shrinking soul, so long and so tenderly sheltered—is brought face to face with the unwholesome truth that she must work, not in the home circle, but alone and among strangers.

What is she fitted for? Up to the present time she has been considered the best dancer in her set; could wield a fan more gracefully than any girl of her acquaintance, and manage a train divinely—all excellent accomplishments for a butterfly, but having no part or lot in the existence of a grub.

A lovely young woman, with tears in her eyes, came to me the other day for advice. She said:

"I am practically helpless, and why? Because, from my babyhood, I have been allowed to drift. No thought was given to the very palpable fact that I must, when I reached years of discretion, either earn my own livelihood or marry."

It is the same wail uttered from time to time, by the vast army of young women who have been nurtured in thoughtless indifference to the future.

Let the girl of the family be taught that she must, no matter how brilliant her prospects, conquer some art, some calling in life; if never compelled to bring it into use, she will be the happier and better for the training.

Do not allow the daughter of the household to harbor the false sentiment that she is a creature of circumstance. This means an acceptance of the present situation as a permanent one, and an utter disregard of the changes that must come with the flight of time. Let her feel that, in aspiring to become something more than the sport of a changing fortune, she need not be unmaidenly, egotistical or less charming.

DOROTHY MADDOX.

Congratulations to the Canadian Divisions.

We extend congratulations to the Canadian Divisions for the splendid success of the annual union meeting which was held in Montreal, August 5, 6, 7 and 8. We thank the executive committee for their cordial invitation of July, and do most sincerely thank each committee who contributed to our pleasure.

Much credit is due the Montreal Divisions for the elaborate entertainment and good management in caring for the immense number of visitors. At the register each member was given a badge, souvenir book, program and transportation, which was good for all trips and admitted to all places of amusement.

The badges were beautiful, and much appreciated by all. We were pleased to see some of the pins that had been given last year in Toronto, and some from

Jacksonville, Fla., the orange blossoms of Dixie mingling with the emblematic pins of Canada.

On the afternoon of the 5th all visiting and local members of the G. I. A. and the B. of L. E. were given a car ride over the city, which revealed its greatness, and assisted us in locating different points of interest that we visited later.

The island of Montreal is 32 miles long and 9 miles wide. Jacques Cartier, the Columbus of Canada, found a race of Indians on this island in 1535, living by rude agriculture and fishing. They dwelt in a walled city containing some 15,000 souls. In his original description he says: "The captain and the gentlemen with 25 men well armed and in good order went to the town of Hochelaga. There is in that town but one gate and entrance which shuts with bars, on which and in several places on said palisade is a kind of galleries with ladders to mount them, which are furnished with rocks and stones for the guard and defense thereof. There are in this town about 50 houses, each, at most, about 50 paces long and 12 or 15 paces wide, all made of wood, covered and furnished in great pieces of bark as large as tables and well sewed artificially after their manner; and in them are several halls and chambers, and in the middle of said houses is a great hall on the ground where they make their fire and live in common. Then they retire to their said chambers, the men with their wives and children; and likewise they have granaries above their houses where they put their corn whereof they make their bread, which they call 'caraconi.' This people take no account of the goods of this life because they have no knowledge of them and do not leave their country." In writing of the mountain nearby, he says: "We named that mountain Mount Royal."

The town of Hochelaga is one of the mysterious mirages of history, for large though it was, with all its warriors, its great square and large maize fields, it thenceforth completely disappears from record. The very spot on which it stood was unknown until a few years

ago, when it was accidentally rediscovered by men excavating for foundations. A tablet on Metcalf street, near Sherbrook, marks the place where many relics were found, and reads as follows: "Site of a large Indian village, claimed to be the town of Hochelaga, visited by Jacques Cartier in 1535." The population of Montreal is now about half a million.

Among the places of interest we visited were Royal Victoria College, St. James Cathedral, Notre Dame Church, Victoria Square, hotel and station of the Canadian Pacific Railroad, head offices of the Grand Trunk Railroad, Chateau de Ramzay, La Place Royale, Victoria Bridge and Mount Royal, which reminds us of our Lookout Mountain and Mount Low of California.

The public reception given at Windsor Hall the evening of the 5th was delightful. With the splendid talk and music, and the beautiful flowers presented to our Grand Officers, we were thrice welcomed. Each number on the program was good, and we feel that especial mention should be made of each one. Brother Stone's address was all that it could have been, setting forth the aims and purposes of the B. of L. E., and giving admonition to all members in sustaining the brotherhood of man. Mrs. Murdock outlined the work of the G. I. A., and especially in Canada, stating what had been done along the different lines; and in her sweet, firm way, she gave words of encouragement and help both to the Sisters and Brothers. We listened to Brother Prenter with close attention, and Jack Hunter gave us comic Scotch songs which all enjoyed. With "God Save the King" one of the best receptions we have had was closed.

The 6th was taken up with secret meetings for both the G. I. A. and the B. of L. E. The G. I. A. met in Victoria Hall in West Mount, which is an ideal hall for our work. It was beautifully decorated in Union Jacks, Stars and Stripes, and our own pink carnations. At the door each Sister was presented with a fan, compliments of the Goodwin Company. We appreciated the kindness. The two Divisions in Montreal, namely, Strathcona Div. 407, and Mount

Royal Div. 346, with Presidents Sister W. Rutherford and Sister L. Parker, joined in exemplifying the work. It was beautifully done and very impressive. We hope that all of our Sisters may be fortunate enough to some time see the double teams working.

Grand Officers present were: Grand President Sister Murdock; Assistant Grand Vice Presidents Sisters Mains, Crittenden and Miller; President of Insurance Sister Wilson; Secretary-Treasurer of Insurance Sister Boomer. There were twenty Presidents of Divisions present and a sumptuous dinner was served in the banquet hall to 350 guests.

After lunch the two Divisions retired to the anteroom in officers' drill. The Grand President was requested to stand in front of the rostrum facing the audience. The teams returned singing and all were dressed in white, decorated in silver tinsel and carrying silver confetti, marching in the flower drill up the center of the room. First Marshals showered the Grand President with the confetti, then waited with an arch over her while all marched by, and as the proper words in the song were being sung, Sister Mains very gracefully crowned our Grand President as our queen, with a beautiful silver crown.

The following is the song, and was composed by Sister J. M. Mains, Assistant Grand Vice-President, and sung to the tune of "Maple Leaf."

THE G. I. A. FOREVER.

Twenty-five years ago last fall
In Chicago bright and gay.
A band of women brave and true
Met to form the G. I. A.
With Murdock as their leader great
She still holds it together.
And now we crown her as our Queen
The G. I. A. forever.

Chorus.

The G. I. A. we love so dear,
The G. I. A. forever.
God bless our President and keep
The G. I. A. forever.

And now our Anniversary Fund
For our orphaned children dear,—
May each Sister help to make it grow
And increase from year to year.
Then let us each our dollar give,
Not one will miss it ever.
So let us work for this noble cause,
The Orphans' Fund forever.

Chorus:

Silver Anniversary Fund,
The Orphans' Fund forever.
God bless our President, and keep
The G. I. A. forever.

At the close of the drill the Sisters formed a large crescent around the altar, and our queen and star was escorted by the Marshals to the center, where she was presented with a beautiful souvenir. Our Silver Anniversary Fund must prosper with such support, and may our queen live long! Presents were presented to Sister Mains, Sister Wheatly, chairman of the union meeting, and Sisters Ruth-erford and Parker. The penny drill was given and \$12.80 was collected and donated to the Children's Memorial Hospital of Montreal. After talks from the Grand Officers the meeting closed.

The grand ball was a success, and there were about 1200 people in the grand march, led by our Grand Chief and Grand President.

August 7 we visited shops and places of interest, and went by special train to St. Anne de Bellevue and McDonald College. This agricultural college is both interesting and instructive.

On the morning of the 8th we visited Mount Royal. The mountain is about 900 feet above the level of the sea and 740 feet above the river. One may go up either by incline or by automobile. The park on top contains 462 acres. A tablet on the summit records the visit of Jacques Cartier in 1513.

Early records say De Maison Neuve made a pilgrimage to the top, bearing a large cross in January, 1643, in fulfillment of a vow made in the winter on the occasion of a great flooding of the river, which swept up to the foot of the town palisades, and was, he believed, stayed by prayers. The cross was planted on the highest crest of the mountain, and numbers of artisans and soldiers knelt in adoration before it. It remained for years an object of pilgrimage to the pious colonists of Ville Marie.

"O Royal Mountain

In reverence and deep humility

We may be brought nearer the heart of God

And hear his voice in Nature's voice around."

On the afternoon of the 8th a delightful trip on steamers was given by the

City Council around Montreal harbor and down the St. Lawrence river. That night we left by special train over the Canadian Pacific Railroad for Quebec and St. Anne de Beupre.

Quebec, the Rock City, has for nearly 400 years been the sentinel city that guards the gates to the majestic St. Lawrence river. There, two cities to be seen in Quebec in one fascinating whole—the old French city and ancient capital of Canada, and modern Quebec, the provincial capital of today. Nothing could be more impressive than the view from a little distance down the river. The milk-white falls of Montmorency are seen descending, as it were, out of heaven, over the dark face of the hills that skirt the north shore of the St. Lawrence. On the left are villages, and in the front rises the city of Champlain, with tier upon tier of steep-roofed houses and quaint streets; and on the summit is the ancient citadel, or fort. Across the face of the steeps runs the massive lines of the city walls, while between the water front and the citadel one may see the guns of the Grand Battery.

In the Governor's garden we saw a shaft of granite erected to the memory of General Wolf, the English hero, and Montcalm, the French hero. The inscription is in French. When translated it reads: "Valor gave them a common death, History a common fame, and Posterity a common monument."

We were on the narrow street that winds around the base of Cape Diamond between the rocks and the river where General Richard Montgomery, the American hero, met his death by the discharge of a cannon on the morning of the 13th of December, 1775. A memorial was erected in St. Paul's Church, New York, to his memory, whither his remains were conveyed in 1818.

In the inclosure of the English Cathedral are linden trees, under which Jacques Cartier mustered his followers. The Basilica, or Roman Catholic Cathedral, is a wonderful edifice, and is a copy of St. Peter's Cathedral in Rome.

We were at the postoffice and saw the famous Golden Dog, which has so much romantic history connected with it.

On the afternoon of the 9th we visited the Shrine of Ste. Anne de Beaupre. A popular tradition relates that some mariners, while navigating the St. Lawrence river, were pressed by a violent storm. In their distress they solemnly vowed that if Saint Anne would save them from shipwreck and death, they would build her a sanctuary on the spot where they should land. When morning dawned they reached the land; and, true to their vow, they raised a chapel which has become famous throughout America.

We visited the Basilica Minor. It contains numerous altars which have each their own merit. The large statue of Ste. Anne and Child is most imposing. Two racks reach from the pavement to the ceiling. The crutches, walking sticks, bandages and other surgical appliances with which these racks are covered, have been left there by pilgrims, who after having fervently prayed, were cured of their infirmities and had no further use for them.

Next we visited the Memorial Church, called the "Old Church," near which is the Holy Spring, whose water has cured many sick and infirm.

The next church is called Scala Santa, a religious structure unique of its kind in America. The large flight of steps inside, which worshipers ascend kneeling, contains relics from the Holy Land. It was built after the manner of the steps that our Saviour ascended during his sacred passion in the palace of Pontius Pilate. Many statues are here, and each one recalls some special incident of the Bible.

Visitors are well repaid by a trip to Ste. Anne de Beaupre. This closed the union meeting, but at Toronto we were the guests of Divs. 368 and 161. We had the privilege of seeing double teams, with Sisters Baskill and Smith as Presidents, to exemplify the work. It was well done, and we assure you that our Canadian Sisters are well drilled in the ritual work. There are none better.

We wish to again express our appreciation for all courtesies and kindnesses shown us. Yours fraternally,

MRS. J. R. CRITTENDEN, A. G. V. P.

How to Save Boys.

Women who have sons to rear, and dread the demoralizing influence of bad associates, ought to understand the nature of young manhood. It is disturbed by vague ambitions, by thirst for action, by longings for excitement, by irrepressible desire to touch life in manifold ways.

If you, mothers, rear your sons so that their homes are associated with the repressions of natural instincts, you will be sure to throw them into society that in some measure can supply the need of their hearts.

They will not go to the public house at first for love of liquor—very few people like the taste of liquor; they go for the animated and hilarious companionship they discover does so much to repress the disturbing restlessness in their breasts.

See to it, then, that their homes compete with public places in attractiveness. Open your blinds by day and light your fires by night. Illuminate your rooms. Hang pictures on the wall. Put books and newspapers upon your tables. Have music and entertaining games. Banish demons of dullness and apathy that have so long ruled in your household, and bring in mirth and good cheer. Invent occupations for your sons. Stimulate their ambitions in worthy directions. While you make home their delight, fill them with higher purposes than mere pleasure. Whether they shall pass boyhood and enter upon manhood with refined tastes and noble ambitions depends upon you.

Believe it possible that, with exertion and right means, a mother may have more control over the destiny of her boys than any other influence whatever.—*Appleton's Journal*.

The Engineering Ants.

The following remarkable story of how a number of ants built a bridge is related on good authority, and is entitled to a place among the instances of intelligence among the lower animals.

A cook was much annoyed to find his pastry shelves attacked by ants. By careful watching it was discovered that they came out twice a day in search of

food at about seven in the morning and four in the afternoon.

How were the pies to be protected against the invaders? He hit upon a happy idea. Taking the molasses jug, he made a circle of syrup about the pies and sat down to wait. It did not take long, for at 6:50 o'clock he noticed that off in the left-hand corner of the pantry was a line of ants slowly making their way in the direction of the pies.

They seemed like a vast army coming forth to attack the enemy. In front was a leader, larger than any of the others, and which always kept a little ahead of his troops.

They were of the sort known as the medium-sized red ant, which is regarded as the most intelligent of its kind, the scientific name of which is *Formica rubra*.

About 40 ants out of 500 stepped out and joined the leader. The general and his aids held a council, and then proceeded to examine the circle of molasses.

Certain portions of it seemed to be assigned to the different ants, and each selected unerringly the point in the section under his charge where the stream of molasses was narrowest.

Then the leader made his tour of inspection. The order to march was given, and the ants all made their way to a hole in the wall in which the plastering was loose.

Here they broke ranks and set about carrying pieces of plaster to the place in the molasses which had been agreed upon as the narrowest.

To and fro they went from the nail-hole to the molasses until at 11:30 o'clock they had thrown a bridge across. They then formed themselves in line and marched over, and by 11:45 every ant was eating pie.—*Golden Days*.

What Crankiness Costs.

A 16-year-old girl in New York, back from an adventuresome joy-ride with a lad of 18 in a stolen auto, said to a woman reporter who visited her in the lockup:

"It was just a picnic. We never thought of it as anything else. I understand my father says he is going to have me sent away. I don't care. I don't

want to go home. The 'old man' is so cross and cranky he gets on my nerves."

This girl was once a pretty, smiling, promising baby, father's pet and mother's joy; a baby not foredoomed to be unloving and wayward. Something happened between the ages of 2 and 16 to explain her change of character.

Without knowing in detail the family history, couldn't you pretty safely hazard a guess on the basis of that one assertion: "The old man is so cross and cranky?"

The proper influence in a home is love—patient, tender, long-suffering love. It is a child's right. The child who is denied it is defrauded. Just as it takes the warm sunshine to bring out the beauty of the flower, so the soul of a child, and especially the soul of the woman-child, must have the warmth of affection, continuous and never-failing, to develop the graces which make it clean and sweet.

We know not what cares, what sorrows, what aggravations, made this "old man" "cross and cranky." It may be we'd forgive him if we knew. In any event, he's profoundly to be pitied, for clearly his crossness and his crankiness, robbing the daughter of the home joys which were her due, having been among the forces which sent her to the bad.

Amidst the worries, the stresses, the disappointments of life it is often hard to preserve a sweetened temper at home. But it is what the parent must do, or, at least, try to the limit to do, if the children are to have a fair chance.
—*Cleveland Press*.

Notices.

Div. 62, Collinwood, O., will entertain the state meeting on Oct. 21, in I. O. O. F. Hall, corner of E. 152nd and Aspinwall avenue. Meeting to open at 9:30 a. m. All Ohio Divisions are urged to attend, and visitors from other states are welcome.

The eleventh meeting of the Maryland circuit will be held under the auspices of Div. 111, at Martinsburg, W. Va., on Tuesday Oct. 21, in K. of P. Hall, corner of Queen and Burke streets. All mem-

bers of the G. I. A are cordially invited to attend the all-day meeting.

SEC. DIV. 111.

Div. 461, Renova, Penn., will hold circuit meeting on Wednesday, Oct. 29, in I. O. O. F. Hall, Sixth street. Meeting called at 10 a. m. SEC.

Division News.

DIVISION 505, Glendive, Mont., has something to be proud of, in the success of the ball given on our second birthday, July 25.

The ball was given to swell our bank account and replace the amount drawn from our treasury and donated to the sufferers from the flood in Ohio. The Sisters worked nobly for the cause and deserve credit for the large amount of tickets sold.

The Brothers also turned in and helped to make the event a success.

The dancing was enjoyed by all, and the committee worked hard and made sacrifices for this good cause of the G. I. A. MEMBER 505.

A VERY charming social entertainment was given on July 28, by the Sisters of Ohio Valley Div. 483 of the G. I. A. to the B. of L. E. Those members whose birthdays came in the month of July acted as hostesses to the other Sisters of the Division and their husbands. This delightful event was given at the beautiful home of Sister Will Nichols. The hostesses being Sisters Nichols, Neff, Cardwell, Wilson and Thompson. Every one was carefully looked after, and the evening was a decided success.

Beautiful piano selections were given while the guests were arriving. They were seated on the front lawn, as it was a very warm evening. A splendid program had been prepared, and all were invited into the parlors which were very prettily decorated in our colors, plants and cut flowers. Sister Simonton, our President, gave a short talk on the first organization of the G. I. A., which was heartily enjoyed by all present.

Piano selections by Sister Pyle and Miss Kinsey. Piano with violin accompaniment by Mrs. Chas. Hard and Mrs.

A. S. Crawford. A reading by Sister A. B. Colley of her own composition, on "Man and Mosquito," and a tongue twister composed of every Sister's name in Div. 483. Vocal duet by little Miss Zenal Pugh and Helen Colley.

The part of the program which was indeed a great treat was the presence of Mr. and Mrs. Harry St. Clair Young of New York City. Mrs. Young is the daughter of Sisterck Har. After the program all were invited out into the spacious yard which was lighted by a myriad of Japanese lanterns. Small tables were artistically arranged to seat four persons at each one, and a delightful luncheon was served and greatly enjoyed. Bros. A. A. Wilson and I. Mason were very courteous in serving the hostess, and surely proved that they knew how to handle the tea cloth and mop. All were very thankful to the ladies for the pleasant evening spent, and will welcome the return of the event again next year.

SISTER A. B. COLLEY, Div. 483.

ON June 24, 1913, Dora Hall Div. 519, Douglass, Ga., celebrated its first annual anniversary. About 200 invitations were sent out, and at the appointed time a goodly number of friends met in K. of P. Hall, to make merry with us.

A program, consisting of songs, drills, recitations and addresses had been prepared, and each number was carried out to the letter. The overall drill, by small boys and girls, was given unanimous applause.

Fruit punch was served early in the evening, later a delicious salad course followed by ice-cream and cake was served.

We regretted very much that Mrs. Hugh Orr, our beloved Organizer, was unable to be with us.

Many expressions of pleasure and appreciation were heard as the audience was dispersing. All expressed the wish that we might have many more such gatherings. SEC. DIV. 519.

MEMBERS of Div. 66, Port Jervis, N. Y., held their annual picnic on July 31 at the summer home of Brother and Sister Zock.

There were fifty-three present, and as the day was beautiful and clear, every one enjoyed the outing to the fullest extent. The young folks went in bathing, while the older folks played euchre, strolled through the woods or had a quiet chat.

After a delightful day together all boarded the 8 p. m. train for home. While waiting at the crossing all joined in singing, "God be With You Till We Meet Again." We then said our good-byes to Brother and Sister Zock, hoping to enjoy another day with them in the near future. COR. SEC.

DIVISION 78, Meadville, Pa., joined with Div. 43, B. of L. E., in tendering a surprise to Brother and Sister Sweetman on the afternoon of Sept. 3, this date being the fiftieth wedding anniversary of this worthy couple. The celebration was held after our regular meeting, and was a complete surprise. Brothers and their wives assembled at the hall and showered congratulations upon the honored pair, and Brother and Sister Sweetman were made to know the esteem and love we hold for them in an address delivered by the Hon. Arthur L. Bates. A purse containing gold coin was the gift of the Brothers, while the Sisters served an elaborate banquet. All enjoyed the occasion and wished Brother and Sister Sweetman many more anniversaries. MEMBER OF 78.

DIVISIONS 104 and 392, G. I. A., gave a picnic at Long Beach, Cal., August 12. A most enjoyable time was had, and expressions of gratification were heard from many visiting members of the G. I. A. and B. of L. E.

Mrs. J. J. Norton, assisted by members of both Divisions, worked faithfully to insure the success of the outing. Over 170 members turned out with a few husbands and a large number of children, but as the former don't count and the latter would not stay still long enough to be counted, your scribe is not going to say how many of each were present.

The Southern Pacific local officials kindly furnished two coaches for free transportation from Los Angeles to Long Beach and return, for which courtesy the thanks of both Divisions are extended. Visiting Brothers included A. B. Trenary and family, Div. 378, B. of L. E., Springfield, Mo.; Bro. A. Struthers, Div. 617, B. of L. E., Bisbee, Ariz., and Geo. W. Teasdale, Div. 794, B. of L. E., Elko, Nev. President Schatte, of Div. 104, and President Bilderback, of Div. 392, were present, and were earnestly endeavoring to see that each member had an enjoyable time.

There was nothing to mar the perfect

day of cloudless sunshine. The bounteous luncheon was equal to all demands, and the sight of two husky engineers staggering toward the lunch pavilion with a ten-gallon cooler of ice-cream between them was a signal for hand-clapping, and this was renewed later when another cooler was brought to the festive board. The following Brothers were from Div. 5, B. of L. E., Martin, Kane, Larimer; Div. 617, G. Struthers; Div. 660, Mason, Graves; Div. 662, Bilderback, Crampton, Kline, Kiel, Wait, Finley; Div. 794, Teasdale; Div. 378, A. B. Trenary.

Wedeparted from Long Beach at 6 p. m., arriving at Los Angeles at 7 p. m., after a most enjoyable day. Your scribe begs to offer the following toast to the G. I. A. generally, and Divs. 392 and 104 individually:

The people that I have smiled with,
Wild animals I have fought,
Cigars that I have smoked at,
The fish that I have caught;
The kings that I've hobnobbed with,
And all the rest, you bet,
Are as absolutely nothing
To the G. I. A.'s I've met.

Fraternally, THE SCRIBE.

Div. 130, G. I. A., Covington, Ky., is once more in the lamplight, showing that its members are wide-awake. As the engineers of the C. & O. system were having a union meeting in Covington for four days, Aug. 26-29 inclusive, and through the committee of Div. 271 they wishing to have it strictly C. & O., its neighbor Div. 489, L. & N. R. R., was not called on to participate in any of their festivities; but Div. 130, G. I. A., made up jointly of C. & O. and L. & N. members, acted somewhat differently, so through their committee, Mrs. Gregory, chairman, Mrs. Hodge, Mrs. Belton, Mrs. Chinn, they arranged for a trolley ride and supper for the visitors. Their husbands were included at the lunch. Promptly at 2 p. m., Aug. 27, two special cars left 20th street and Madison avenue, both well filled with a jolly crowd on a three-hour trip over the Kentucky division, and on their return the cars were ordered to stop at 17th street and Holman avenue, where all filed in procession to the home of Sister Brewer, where supper was to be served later on. After the ladies were given a chance to rest a little from the three-hour ride and allow the engineers time to get from their meeting, at 6 p. m. all were invited to the rear lawn, where three large tables were spread with a substantial supper and ice-cream, with 14 electric lights providing the illumination. All partook of the spread freely and seemed glad to be there. After supper, cigars were passed to the fifteen engi-

neers. Finally speeches were called for and were responded to by pleasant remarks from Sister Blunt, President of Div. 130, G. I. A., and Brother Brewer, C. E. of Div. 489. Then the crowd formed in groups and told railroad stories. Later on the writer noticed about thirty ladies all formed in a circle and went over to see what was going on. There in the center was Bro. John Butler, of Div. 489, entertaining these thirty ladies with funny remarks. Brother Butler is well adapted to this, as he is not only entertaining, but the ladies say he is good-looking.

At 10:30 p. m. all started to leave, and many were the congratulations received from the visitors and members of the home Div. 130, G. I. A., and Div. 271, B. of L. E., to Sister and Bro. W. W. Brewer, for the kind hospitality they showed in throwing open their new beautiful home, ably assisted by Sister Brewer's father and mother. As Brother Brewer said in his speech, their home was open any and all times for the G. I. A. and B. of L. E.

ONE WHO WAS THERE.

MEMBERS of Div. 505, Glendive, Mont., and their husbands are indebted to Sisters Downey and Jensen for entertaining them in honor of Brother and Sister C. Baker, of Green Bay, Wis. The home of Sister Jensen was decorated for the occasion with ferns and sweet peas. Fruit punch was served during the evening, while the guests were interested in progressive whist.

At 11 o'clock the score was taken and prizes awarded—the first going to Sister Steele and Brother Campbell, while Brother Westfall and Sister Poquette carried off the booby.

A splendid five-course lunch was served, while music and mirth reigned supreme.

It was in the early hours of the morning when the party broke up, after voting Sisters Downey and Jensen the best of entertainers. DIV. 505.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., October 1, 1913.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than September 30, 1913.

ASSESSMENT No. 835.

Argenta, Ark., July 29, 1913, of disease of kidneys, Sister Margaret A. Danver, of Div. 317, aged 38 years. Carried two certificates, dated Nov. 18, 1908, payable to William E. Danver, husband.

ASSESSMENT No. 836.

Syracuse, N. Y., Aug. 9, 1913, of chronic Bright's disease, Sister Libbie Frazier, of Div. 292, aged 58 years. Carried two certificates, dated June 20, 1901, and Aug. 14, 1901, payable to William M. Frazier, husband.

ASSESSMENT No. 837.

Terre Haute, Ind., Aug. 10, 1913, of interstitial nephritis, Sister Nellie M. Price Larkin, of Div. 29, aged 36 years. Carried one certificate, dated Feb. 6, 1907, payable to estate.

ASSESSMENT No. 838.

Union Hill, N. J., Aug. 15, 1913, of chronic interstitial nephritis, Sister Mary T. Coonan, of Div. 215, aged 49 years. Carried one certificate, dated Nov. 3, 1903, payable to William Coonan, husband.

ASSESSMENT No. 839.

St. Marys, Pa., Aug. 18, 1913, of typhoid fever, Sister Agnes Pfingstler, of Div. 531, aged 24 years. Carried two certificates, dated April 10, 1913, payable to C. C. Pfingstler, husband.

ASSESSMENT No. 840.

Argenta, Ark., Aug. 27, 1913, of cancer, Sister Lizzie T. Smith of Div. 317, aged 39 years. Carried two certificates, dated May 27, 1910, payable to Edgar D. Smith, husband.

ASSESSMENT No. 841.

Wilkinsburg, Pa., Aug. 29, 1913, of renal insufficiency following operation, Sister Kate C. Murphy, of Div. 219, aged 46 years. Carried one certificate, dated June 6, 1899, payable to Harry S. Murphy, son.

ASSESSMENT No. 842.

Syracuse, N. Y., Sept. 4, 1913, of neurasthenia, Sister Mary H. Plunkett, of Div. 249, aged 46 years. Carried two certificates, dated Sept. 14, 1897, and Sept. 26, 1906, payable to John J. Plunkett, husband, and Rose Mary Plunkett, daughter.

ASSESSMENT No. 843.

Portsmouth, O., Sept. 4, 1913, of lobular pneumonia, Sister Belle Wilson, of Div. 483, aged 37 years. Carried one certificate, dated Jan. 27, 1911, payable to S. G. Wilson, husband.

ASSESSMENT No. 844.

New Orleans, La., Sept. 5, 1913, of typhoid and malaria fever, Sister Josephine Routt, of Div. 496, aged 44 years. Carried one certificate, dated June 28, 1913, payable to Ellis Routt, husband.

ASSESSMENT No. 845.

Jamaica, N. Y., Sept. 6, 1913, of cerebral hemorrhage, Sister Helen H. Paynton, of Div. 272, aged 52 years. Carried one certificate, dated Aug. 29, 1903, payable to George H. Paynton, husband.

Members will pay their Insurance Secretaries on or before October 31, 1913, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 810 and 811, 9,600 in the first class, and 4,836 in the second class.

Mrs. GEO. WILSON, Pres. V. R. A.

Mrs. JENNIE E. BOOMER, Sec'y and Treas.,
1627 Sherwin avenue, Chicago, Ill.

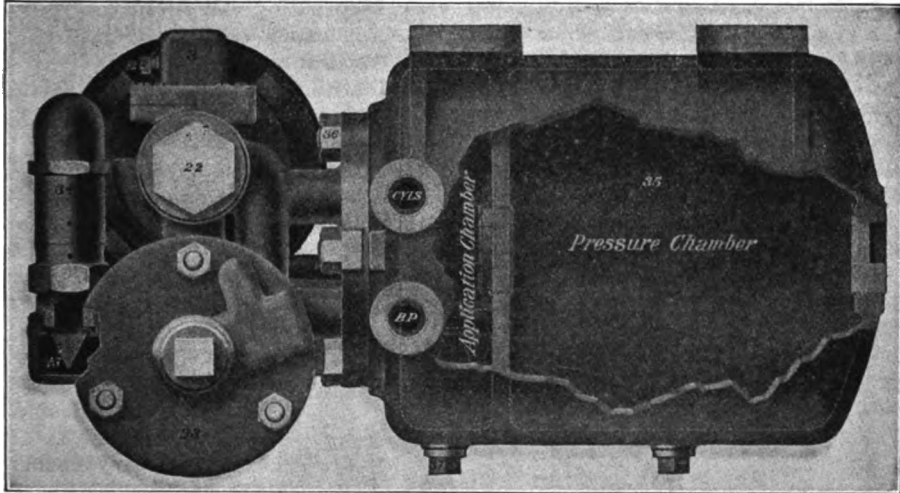


FIG. 1. NO. 6 DISTRIBUTING VALVE AND DOUBLE CHAMBER RESERVOIR.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Westinghouse No. 6 E-T Equipment— Distributing Valve.

BY T. F. LYONS.

Q. What is the duty of the distributing valve?

A. To admit air from the main reservoir to the locomotive brake cylinders when applying the brake, to exhaust the air from the brake cylinders when releasing the brake, to automatically maintain the brake cylinder pressure against leakage and to develop the proper brake cylinder pressure regardless of piston travel.

Q. Name the different parts of the distributing valve.

A. Referring to the numbered parts in Figs. 1 and 2.

2. Body.

3. Application valve cover.

4. Cover screw.

5. Application valve.

6. Application valve spring.

7. Application cylinder cover.

8. Cylinder cover bolt and nut.

9. Cylinder cover gasket.

10. Application piston.

11. Piston follower.

12. Packing leather expander.

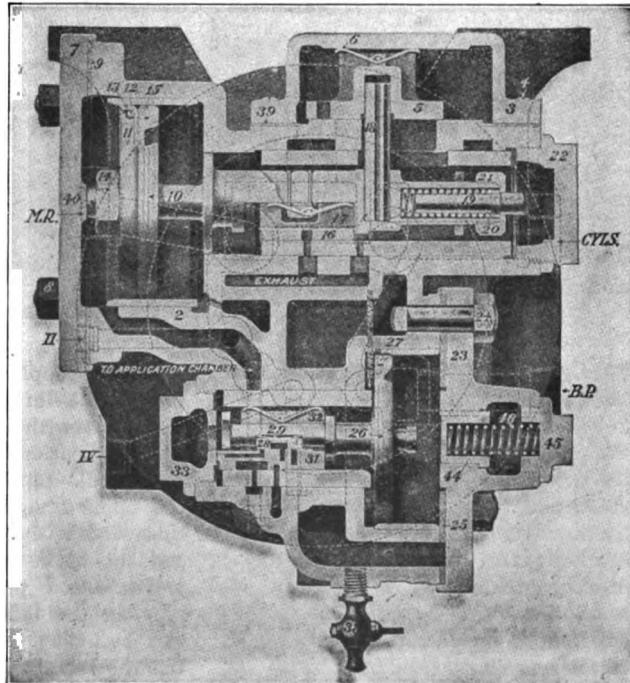


FIG. 2. NO. 6 DISTRIBUTING VALVE.

13. Packing leather.
14. Application piston nut.
15. Application piston packing ring.
16. Exhaust valve.
17. Exhaust valve spring.
18. Application valve pin.
19. Application piston graduating stem.
20. Application piston graduating
21. Graduating stem nut.
22. Upper cap nut.
23. Equalizing cylinder cap.
38. Distributing valve drain cock.
39. Application valve cover gasket.
40. Application piston cotter.
41. Distributing valve gasket (not shown).
42. Oil plug.
43. Safety valve air strainer.
44. Equalizing piston graduating sleeve.
45. Equalizing piston graduating spring nut.
46. Equalizing piston graduating spring.

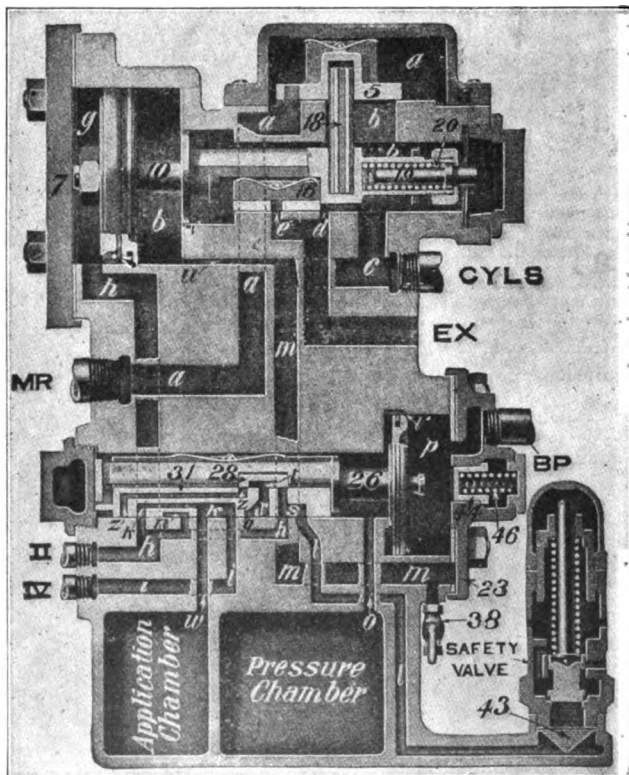


FIG. 3. RELEASE AND CHARGING POSITION.

24. Cylinder cap bolt and nut.
25. Cylinder cap gasket.
26. Equalizing piston.
27. Equalizing piston packing ring.
28. Graduating valve.
29. Graduating valve spring.
31. Equalizing valve.
32. Equalizing valve spring.
33. Lower cap nut.
34. Safety valve.
35. Double chamber reservoir.
36. Reservoir stud and nut.
37. Reservoir drain plug.

Q. To what is the distributing valve attached?

A. To the distributing valve reservoir or double chamber reservoir.

Q. How many chambers has the distributing valve reservoir?

A. Two— pressure chamber and application chamber.

Q. Name the different pipe connections to the distributing valve reservoir.

A. Referring to the lettered and numbered parts in the different cuts:

MR, Main reservoir pipe.

IV, Distributing valve release pipe.

II, Application cylinder pipe.

CYLS, Brake cylinder pipe.

BP, Brake pipe.

Q. To what do these different pipes connect?

A. The supply pipe, which is the upper pipe on the left, connects the distributing valve with the main reservoir pipe. The application cylinder pipe, which is the middle pipe on the left, connects the application cylinder of the distributing valve with the automatic and independent brake valves. The distributing valve release pipe, which is the lower pipe on the left, connects the application cylinder exhaust port in the distributing valve with the independent brake valve, and through it, when in

running position, to the automatic brake valve. The brake cylinder pipe, which is the upper pipe on the right, connects the distributing valve with the different brake cylinders on the locomotive. The brake pipe branch pipe, which is the lower pipe on the right, connects the distributing valve with the brake pipe.

Q. What pressure is in chamber *a*, Fig. 3, of the distributing valve?

A. Main reservoir pressure.

Q. Explain how this chamber is charged.

A. Air from the main reservoir enters at the connection marked MR and flows through port *a a* to chamber *a*, charging this chamber to main reservoir pressure.

Q. What pressure is found in the pressure chamber?

A. Brake-pipe pressure.

Q. Explain how the pressure chamber is charged.

A. Air enters the distributing valve reservoir at the connection marked BP which leads to chamber *p* at the right of the equalizing piston 26, forcing it to the left, uncovering the feed groove *v* in the bushing, allowing the air to feed past the piston into the equalizing slide valve chamber, then through port *o* to the pressure chamber. The air will feed through in this manner until the pressure chamber and brake-pipe pressure equalize.

Q. Explain the operation of the distributing valve when making an automatic service application of the brake.

A. When a gradual reduction of brake-pipe pressure is made, it will be felt in chamber *p* at the right of the equalizing piston 26, causing a difference of pressure on the two sides of the piston, which causes the piston to move toward

the right, as shown in Fig. 4. The first movement of the piston closes the feed groove *v*, also moves the graduating valve 28, uncovering the service port *z* in the equalizing slide valve 31; this movement of the piston also causes the shoulder on the end of its stem to engage the equalizing slide valve, and the continued movement of the piston moves the valve to service position, in

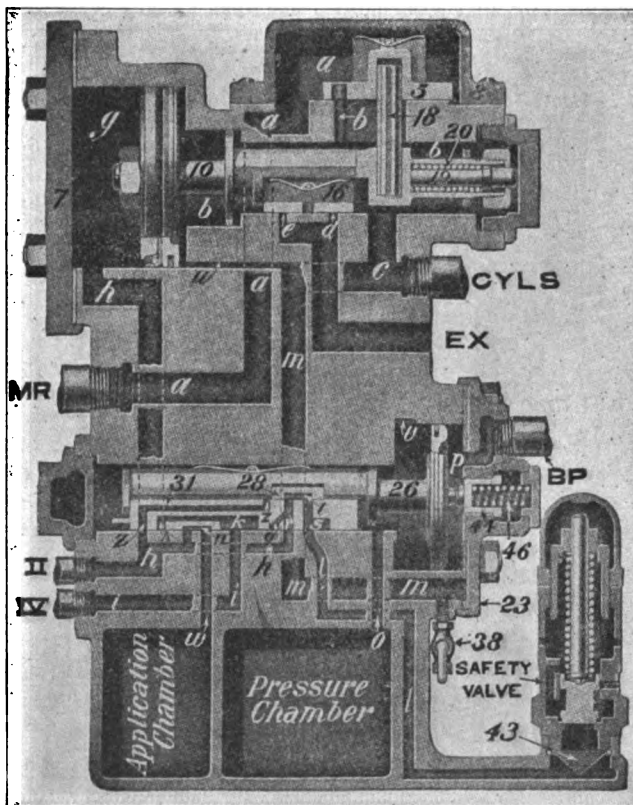


FIG. 4. AUTOMATIC SERVICE.

which the service port *z* in the slide valve connects with port *h* in the seat.

Q. When the equalizing slide valve is moved to service position, what takes place?

A. As the equalizing slide valve chamber is at all times connected to the pressure chamber, air can now flow from this chamber to both the application cylinder and chamber, through ports *z*, *h*, cavity *n* and port *w*.

Q. How long will the air continue to flow from the pressure chamber to

the application cylinder and chamber?

A. Until the pressure on the left or pressure-chamber side of the equalizing piston 26 becomes slightly less than that in the brake pipe, when the piston and graduating valve will move to the left until the shoulder on the piston stem strikes the slide valve; this movement of the graduating valve closes the service port *z*, thus closing the communication between the pressure chamber and appli-

pressure chamber and application cylinder and chamber is practically the same as that of an auxiliary reservoir and brake cylinder, it will be understood that one pound from the pressure chamber will make $2\frac{1}{2}$ pounds in the application cylinder and chamber; in other words, with the pressure chamber charged to 70 pounds and no pressure in the application cylinder or chamber, if they were connected and allowed to

re-equalize they would do so at about 50 pounds; that is, 20 pounds from the pressure chamber would make 50 pounds in the application chamber and cylinder.

Q. How is the application piston 10 affected by the air pressure in the application cylinder *g*?

A. Pressure forming in this cylinder will force the piston to the right.

Q. When the application piston moves to the right, what takes place?

A. The piston in moving to the right will carry with it the exhaust valve 16, closing the exhaust ports *e* and *d*, at the same time moving the application valve 5, opening the supply port *b* allowing main reservoir from chamber *g* to flow through ports *b* and *c* to the connection marked CYLS, and on to the

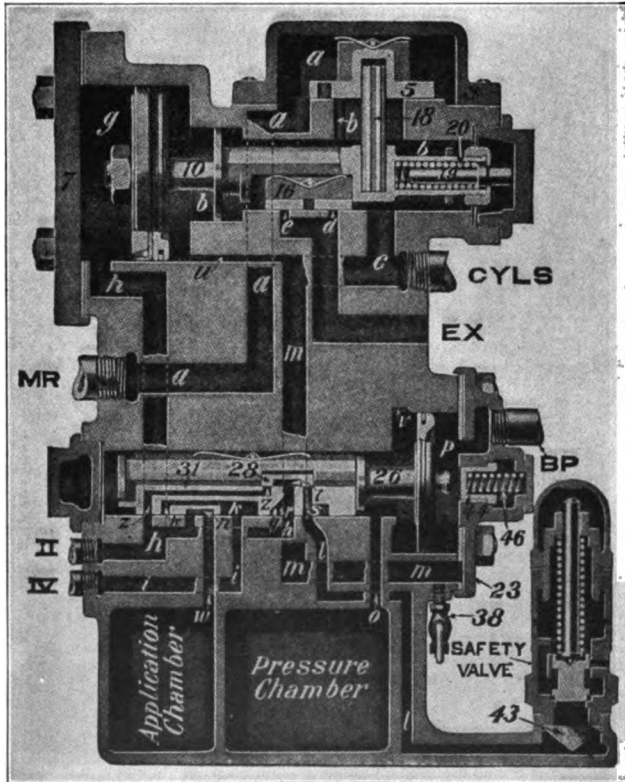


FIG. 5. SERVICE LAP.

cation chamber and cylinder, also closing port *e*, which leads to the safety valve, Fig. 5.

Q. Where is the application cylinder located?

A. At the left of the application piston 10.

Q. Upon what does the amount of pressure in the application cylinder and chamber depend, when making an automatic service application of the brake?

A. On the amount of brake-pipe reduction; and as the relative volume of the

different brake cylinders on the locomotive.

Q. How long will the air continue to flow to the brake cylinders?

A. Until the pressure in the brake cylinders and chamber *b* at the right of the application piston 10 becomes slightly greater than that in the application cylinder *g*, when the piston will move back, carrying the application valve 5 with it, just far enough to close port *b* or to lap position, figure 5. The piston is assisted in its movement by the graduating

spring 20, which was compressed when the valve moved to application position.

Q. With the application valve 5 in lap position, if there be brake-cylinder leakage will the locomotive brake leak off?

A. No.

Q. Explain why.

A. Any drop in brake-cylinder pressure will be felt in chamber *b* at the right of the application piston 10, causing a difference in pressure on the two sides of the piston, thus allowing the pressure in the application cylinder to move the application piston 10 and application valve 5 to the right, again opening the supply port *b*, allowing main-reservoir air to flow from chamber *a* to the brake cylinders until the pressure is again slightly greater than that in the application cylinder *g*, when the application piston 10 and application valve 5 will move back to lap position. Thus in this way air will be supplied to the brake cylinders of the locomotive, holding the brake applied regardless of brake-cylinder leakage.

Q. What effect will the piston travel have on the pressure developed in the brake cylinder?

A. None; as the pressure in the brake cylinders is dependent entirely on the pressure in the application cylinder, which is not affected by the piston travel.

Q. Explain the movement of the parts in the distributing when the automatic brake valve is moved to release position, after an automatic application of the brake.

A. In release position, air from the main reservoir flows direct to the brake pipe, causing a rise of pressure which is felt in chamber *p* on the right or brake-

pipe side of the equalizing piston 26; this increase of pressure above that on the left or pressure chamber side of the piston will cause the piston to move toward the left, carrying with it the graduating valve 28 and equalizing valve 31 to release position, or until cavity *k* in the equalizing valve registers with ports *w*, *h* and *i*.

Q. When the equalizing valve 31 is in release position what takes place?

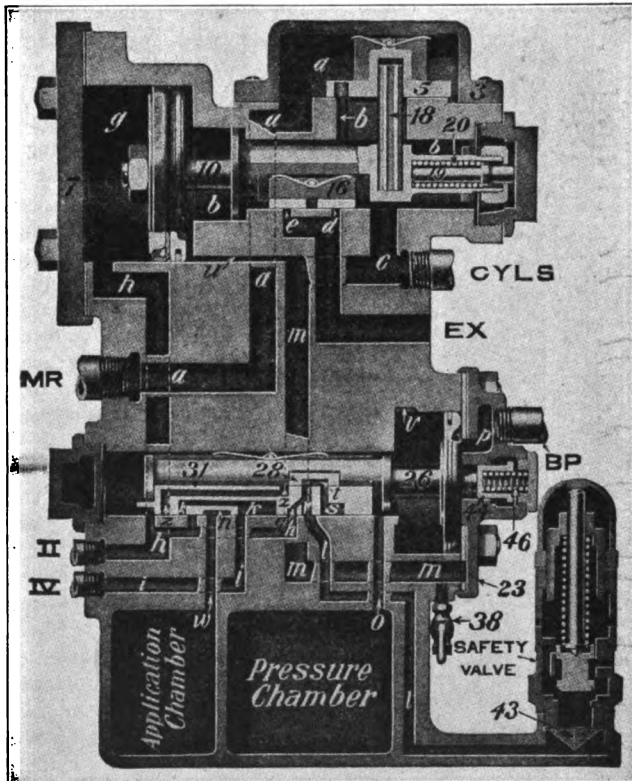


FIG. 6. EMERGENCY.

A. This allows air from the application cylinder *g* and application chamber to flow to the distributing valve release pipe IV and on through the independent brake valve to the automatic brake valve, where the port to which this pipe leads is blanked by the automatic rotary valve, which prevents the air from leaving the application cylinder and application chamber, thus holding the locomotive brake applied while the train brakes are being released.

Q. Is the action similar where the

release is made in holding position?

A. Yes; only that the air for the re-charge of the brake pipe comes through the feed valve instead of the large and direct ports in the brake valve.

Q. Explain the movement of the parts

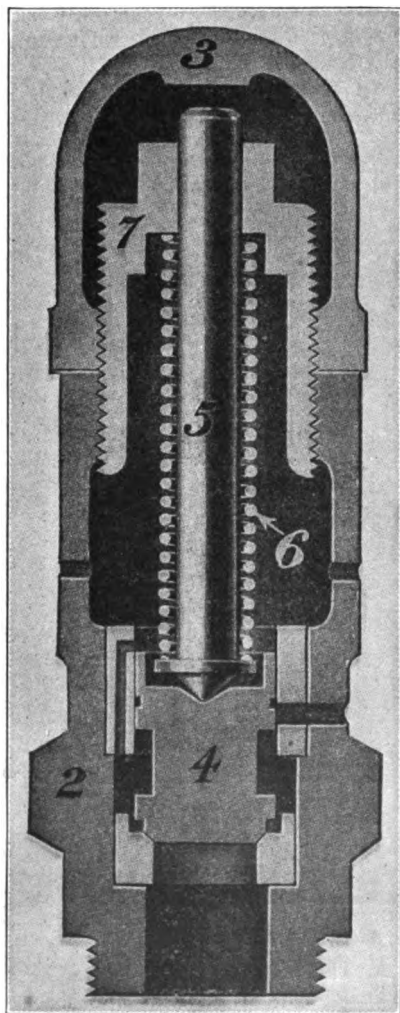


FIG. 7. E 6, SAFETY VALVE.

in the distributing valve when the automatic brake valve is moved to running position after having first been moved to release or holding position, following a brake application.

A. In this position the port to which the distributing valve release pipe is connected is open to the exhaust through the automatic brake valve, thus allowing the air in the application cylinder *g* and

application chamber to escape to the atmosphere.

Q. When the air exhausts from the application cylinder *g* and application chamber, what takes place?

A. The reduction of pressure in chamber *g* below that in chamber *b* causes the application piston 10 to move to the left, carrying with it the application valve 5 and exhaust valve 16 to release position, opening the exhaust ports *e* and *d*, thus allowing the air to return from the brake cylinders through port *c* into chamber *b* and ports *e* and *d* to the atmosphere, releasing the brake.

Q. Explain what takes place in the distributing valve when an automatic emergency application of the brake is made.

A. Any sudden reduction of brake-pipe pressure will be felt on the right or brake-pipe side of the equalizing piston 26 and will cause it and the equalizing valve 31 to move to the extreme right, compressing the graduating spring 46. In this position, pressure chamber air can flow through port *h* at the end of the equalizing slide valve 31 to the application cylinder *g*; port *w* which leads to the application chamber is blanked by the equalizing valve 31, therefore pressure chamber air will expand into the application cylinder only; this will cause a quick rise of pressure in the application cylinder *g*, forcing the application piston 10 and application valve 5 to full application position, opening port *b*, allowing main reservoir air to flow from chamber *a* through ports *b* and *c* to the locomotive brake cylinders until the pressure in chamber *b* and the brake cylinders is slightly greater than that in the application cylinder *g*, when the application piston 10 and application valve 5 will move back to lap position, as in a service application.

Q. At what pressure will the pressure chamber and application cylinder *g* equalize when using a 70-pound brake-pipe pressure?

A. At about 65 pounds. However, with the automatic brake valve in emergency position, there is a small port in the rotary valve (called the blow down timing port) open to the application pipe

and cylinder which allows main reservoir air to flow to the application cylinder, raising its pressure to the adjustment of the safety valve.

SAFETY VALVE.

Q. At what pressure is the safety valve adjusted?

A. At 68 pounds, except where an engine is being transported over the road light, when it is generally adjusted to 35 pounds.

Q. How would you proceed to adjust the safety valve?

A. With the pressure pumped up, move the automatic brake valve to emergency position until a brake-cylinder pressure of 68 pounds is developed, then back to lap position; next remove cap nut 3, Fig. 7, and turn the regulating nut 7 up or down, as may be required.

Q. To what is the safety valve connected?

A. To the application cylinder.

Q. Is the safety valve connected to the application cylinder at all times?

A. Yes; except in serviced lap position, when port *l* in the equalizing slide valve 31 is closed by the graduating valve 28, Fig. 5.

Q. How does the safety valve prevent too high a pressure in the brake cylinder?

A. The pressure developed in the brake cylinders is governed by the pressure in the application cylinder *g*, which is within control of the safety valve.

QUICK-ACTION CAP.

Q. What is the purpose of the quick-action cap, and where is it located?

A. Its purpose is to assist the brake valve in venting the brake-pipe air when an emergency application of the brake is made, and is located on the brake-pipe side of the distributing valve in place of the plain cap 23, when used. Fig. 8.

Q. Explain the opera-

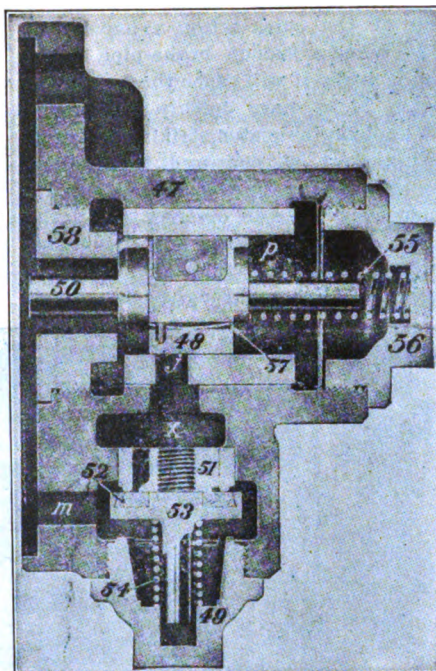


FIG. 8. QUICK ACTION CYLINDER CAP FOR NO. 6 DISTRIBUTING VALVE.

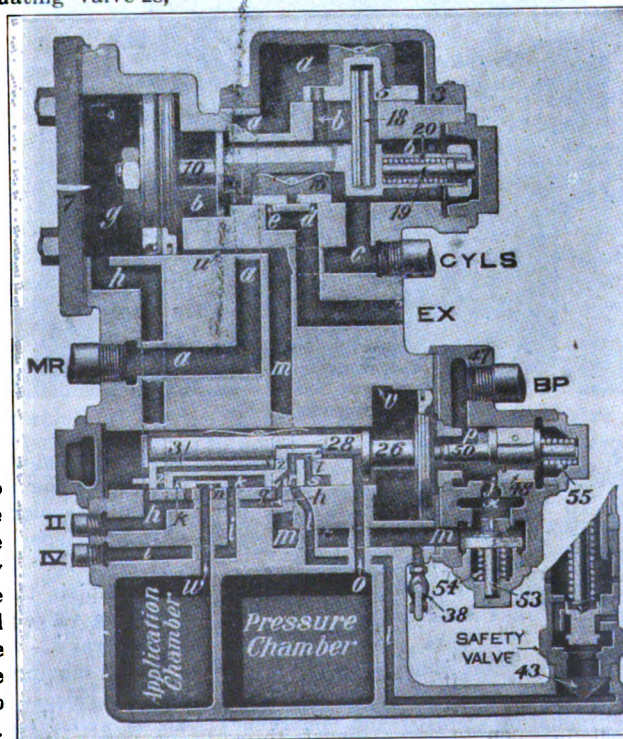


FIG. 9. EMERGENCY POSITION NO. 6 VALVE WITH QUICK-ACTION CAP.

tion of the quick-action cylinder cap.

A. When a sudden brake-pipe reduction is made, it will cause the equalizing piston 26 to move quickly to the right, the knob on the piston striking the graduating stem 50, causing it to compress the graduating spring 55, moving the emergency valve 48, opening port *j*; this allows brake-pipe air to flow to chamber *x*, unseating check valve 53, and on to the brake cylinders through port *m*, Fig. 9.

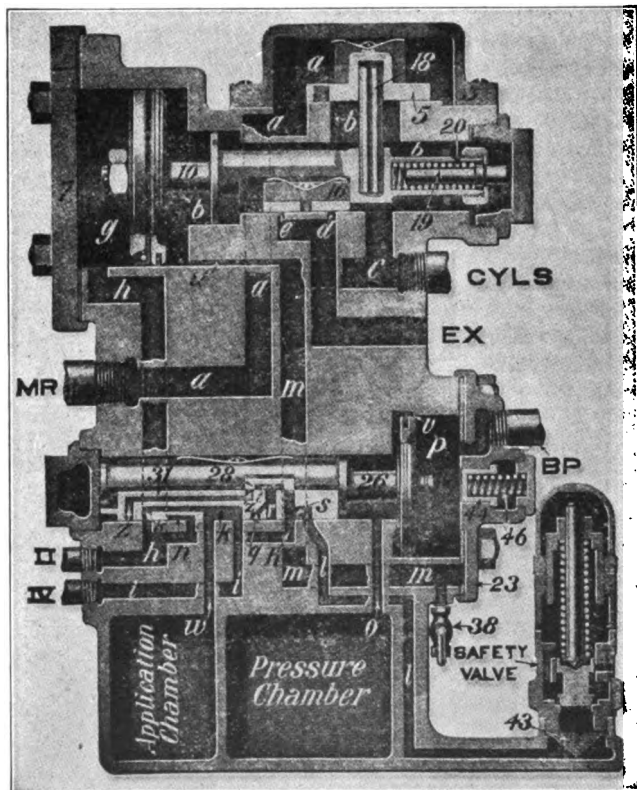


FIG. 10. INDEPENDENT LAP.

Q. What is the purpose of the check valve 53?

A. To close the communication between the brake pipe and the brake cylinder when the pressure equalizes.

Q. Explain the movement of the parts when the brake is released.

A. When the brake pipe is recharged, equalizing piston 26 moves to the left or release position, spring 55 then forces the graduating stem 50 and emergency valve 48 to the left, closing port *j*, Fig. 9.

Q. When the quick-action cap is used is there any difference in the method of operating the brake?

A. No.

INDEPENDENT BRAKE.

Q. Explain the operation of the distributing valve when making an independent application of the brake.

A. When the independent brake valve is moved to application position, air is admitted from the reducing valve pipe through the application cylinder pipe to the application cylinder and chamber. This pressure will move the application piston 10 to the right, carrying with it the exhaust valve 16 and application valve 5, closing the exhaust ports *e* and *d*; and opening supply port *b*, admitting main reservoir air from chamber *a* to the brake cylinders until the pressure in the brake cylinders and chamber *b* slightly exceeds that in the application cylinder *g*, when the application piston 10 and valve 5 will move back to lap position. Fig. 10.

Q. With brake cylinder leakage will the locomotive brake leak off after an independent application of the brake?

A. No; the brake-cylinder pressure is maintained against leakage the same as with an

automatic application.

Q. Does the piston travel affect the pressure developed in the brake cylinder with an independent application?

A. No.

Q. Explain the operation of the distributing valve when making a release of the brake.

A. By moving the independent brake valve to release or running position the air is exhausted from the application cylinder and chamber, thus reducing the

pressure at the left of the application piston 10, allowing the pressure in chamber *b* to force the piston to the left, carrying with it the exhaust valve 16, allowing the air from the brake cylinders to flow through port *c* into chamber *b* and ports *e* and *d* to the atmosphere.

Q. How is the locomotive brake released with the independent brake valve after an automatic application has been made?

A. By moving the independent brake valve to release position, the application cylinder pipe (which is open to the application cylinder at all times) is connected to the independent brake valve exhaust, thus allowing the air in the application cylinder *g* and application chamber to escape to the atmosphere. The pressure in chamber *b* then moves the application piston 10 to the left, carrying with it the exhaust valve 16, opening the exhaust ports *e* and *d*, releasing the brake.

Q. Does the equalizing piston 26 and valve 31 move when making an independent application or release of the brake?

A. No; the equalizing ports operate only when an automatic application or release is made.

Questions and Answers.

Q. How and when should the steam and air cylinders of a $9\frac{1}{2}$ -inch pump be lubricated? Cross-compound pump?

A JUNIOR.

A. The air cylinders may be lubricated before the pump is started, and as often afterwards as the service and condition of the pump require, keeping well in mind the fact that it is better to stint the supply than to oil too freely. The oil should be introduced through the oil cup provided for that purpose, and not through the strainer or air inlet. The low pressure air cylinder of the cross-compound pump will not require as much oil as the high pressure air cylinder. In lubricating the steam end of the pump, oil should be fed freely, after the water of condensation has worked out of the pump, until 12 or 15 drops have passed to the pump; the feed should then be re-

duced to an amount for proper lubrication.

Q. What is referred to by the terms $9\frac{1}{2}$ -inch pump? Cross-compound pump?

A JUNIOR.

A. The term $9\frac{1}{2}$ -inch pump refers to the diameter of both the steam and air cylinders which are $9\frac{1}{2}$ inches in diameter. The cross-compound pump is so called because the steam is compounded; that is, it is used the second time before exhausting to the atmosphere.

Q. What are the working parts in a cross-compound pump? A JUNIOR.

A. The main valve, reversing valve and rod, reversing plate, steam and air pistons and the air valves.

Q. What causes a pump to reverse at half stroke? A JUNIOR.

A. Overlubrication of the steam end or a bent reversing rod.

Q. When steam is first turned on to the pump and it fails to start, how would the trouble be located? A JUNIOR.

A. Would first open the drain cock in the steam passage in the pump to learn if the steam had reached the pump, and if it had not, would look for the trouble in the steam throttle or in the pump governor. However, if steam had reached the pump and the piston did not move would look for the trouble in the main valve, expecting to find it stuck in position at the left of its travel.

Q. How many strokes per minute should the cross-compound pump be permitted to work? A JUNIOR.

A. From 100 to 120 single strokes per minute.

Q. What is the duty of the reversing valve? A JUNIOR.

A. The duty of the reversing valve is to admit steam to and exhaust it from the chamber at the right of the larger end of the differential piston.

Q. What are the duties of the receiving valves? A JUNIOR.

A. The receiving valves admit the air to the pump from the atmosphere and prevent its return?

Q. What are the duties of the intermediate and final discharge valves in the cross-compound pump? A JUNIOR.

A. The intermediate discharge valves allow the air to pass from the low to the

high pressure cylinder and prevent its return to the low pressure cylinder.

Q. What is the proper lift of the valves?

A JUNIOR.

A. Three thirty-seconds of an inch for all valves.

Q. What causes an air pump to heat, to pound?

A JUNIOR.

A. Continuous high speed, excessive pressure to work against, air piston packing rings worn, air cylinder leaking, air valves leaking, air passages in pump or discharge pipe partially stopped up or lack of lubrication will cause a pump to run hot. The following will cause a pump to pound: Water in the steam cylinder, pump loose on its bracket, bracket loose on the boiler, main piston striking against cylinder heads, nuts on bottom end of air piston working loose, air valves having too much lift.

Q. What should be done in case a pump becomes overheated?

A JUNIOR.

A. Reduce the speed of the pump if the service will permit and lubricate the air cylinder with valve oil; next see what can be done toward stopping the brake pipe leakage, which is no doubt responsible for the pump heating.

Q. Where are the drain cocks located in the cross-compound pump?

A JUNIOR.

A. In both ends of both steam cylinders and in the steam passage to the pump.

Q. How can I trace the steam through the steam cylinders of the cross-compound pump?

A JUNIOR.

A. See diagrammatic view of this pump in the July issue of the JOURNAL, where the flow of the steam on both the up and down strokes will be very easily understood.

Q. How can I trace the air through the air cylinders of the cross-compound pump?

A JUNIOR.

A. See cuts in July issue of the JOURNAL.

Q. If the intermediate valves are stuck open or broken, how will it affect the action of the pump? If stuck shut?

A JUNIOR.

A. If an intermediate valve broke or stuck open the air would flow back and

forth from the low to the high-pressure air cylinder and no air would be compressed by the end of the pump where is located the defective valve. If both upper or lower intermediate valves were stuck shut the pump may stop or at the best would make a very slow stroke toward the defective valve.

Q. If a final discharge valve is stuck open or broken, how will it affect the working of the pump? If stuck shut?

A STUDENT.

A. If stuck open or broken the pump will stop when the main reservoir pressure reaches about 40 pounds, and if stuck shut, the pump will stop before this pressure is reached.

Q. What should be done in case the pump becomes excessively overheated?

A JUNIOR.

A. Stop the pump and when it has cooled down lubricate with valve oil. Cold water should never be used to cool the pump.

Q. What is the bad effect of a steam leak that reaches the air cylinder of a pump?

A JUNIOR.

A. Will cause the water of condensation to get into the brake system where it may do harm.

Q. Why are four air valves used between the cylinders of the cross-compound pump?

L. W. C.

A. When the Westinghouse Air Brake Co. first put out the cross-compound pump they used but two intermediate discharge valves, that is, one upper and one lower valve, and these valves were of such a size as to accommodate the air coming from the low-pressure air cylinder. However, it was quite frequently found that these valves would break, no doubt due to their being so large, and to get away from this trouble they resorted to the smaller valves. Then to get the proper opening between the two cylinders for the air to pass freely from one cylinder to the other two upper and two lower valves were used. Four valves—two upper and two lower—are also used on the receiving side of the low-pressure air cylinder for the same reason. The receiving valves and final discharge valves are the same size and of the size used in the 11-inch

pump, while the intermediate discharge valves are the same as used in the $9\frac{1}{2}$ -inch pump.

Q. In starting the $8\frac{1}{2}$ -inch cross-compound pump how many strokes will the high-pressure steam piston make before the low-pressure steam piston will move?

L. W. C.

A. That we may have a starting point let us imagine both pistons at the lower end of their cylinders. Now when steam is first turned on the pump, the main valve will move to the right, opening the steam port leading to the lower end of the high-pressure steam cylinder, causing an up-stroke of this piston, but the low-pressure steam piston does not move at this time, as the steam used in the low-pressure steam cylinder is the exhaust steam from the high-pressure steam cylinder, which as yet has not exhausted any of its steam. When the high-pressure steam piston has completed its up-stroke the main valve will move to the left, opening the live steam port to the top of the high-pressure steam cylinder, admitting live steam on top of the high-pressure steam piston, and at the same time connecting the lower end of the high-pressure steam cylinder with the lower end of the low-pressure steam cylinder, allowing the steam that was used to force the high pressure up to flow to the low-pressure steam cylinder and force its piston up. From this it will be seen that the high-pressure steam piston will complete an up-stroke and start on its down-stroke before the low-pressure piston moves. In drawing the line a little finer, it might be said that if the low-pressure steam piston stood above the leakage grooves in its cylinder, the compressed air coming from the high-pressure steam cylinder may cause the low-pressure steam piston to move before the high-pressure steam piston completes its first stroke.

Q. I have noticed cars on the New York Central Lines with the P-C equipment, having the emergency reservoir cut out. Why is this done, and what effect does it have on the service reservoir charging valve during release?

L. W. C.

A. The cutting out of the emergency

reservoir was for the purpose of reducing the brake-cylinder pressure developed in emergency application of the brake. Where the emergency reservoir is cut out the volume of air above the charging valve is very small, and where the service reservoir pressure has been reduced very materially, as in a brake application where brake cylinder leakage exists, the air above the charging valve may leak by the upper packing ring to the service reservoir; this drops the pressure above the valve and the pressure chamber air below the valve will cause it to rise, and where the lower packing ring is not a close fit the pressure chamber air may leak to the service reservoir, thus delaying the charging of the pressure chamber.

Q. I have heard it said that there are over 40 causes for undesired emergency. I would like to see them in the JOURNAL.

L. W. C.

A. The following may be said to be primary and contributing causes for undesired quick action, and while the number of causes do not reach 40, yet it is not far from it. Preliminary exhaust port in the automatic brake valve too large, equalizing piston dirty, equalizing piston gummed up, equalizing piston tight, conical end of piston stem filed off, removal of exhaust fitting from brake valve, leaky equalizing reservoir, equalizing reservoir volume reduced by water, equalizing reservoir too small, choked passage between the equalizing piston chamber and the equalizing reservoir, sluggish feed valve, unequal expansions of different metals due to change in temperature, freezing of moisture, gumming up of lubricant, lubricant too heavy, too much lubricant used, moving automatic brake valve to lap, allowing brake-pipe leaks to set the brakes, moving the automatic brake valve to lap, allowing brake-pipe leakage to open graduating valve in the triple valve, partial emergency position used for service, to light preliminary reduction of the brake pipe, leaky brake pipe, long brake pipe, attempted service application with conductor's valve, restricted service port in triple valve body or passage to brake cylinder, re-

stricted service port in triple slide valve, dirty triple valve, gummed up triple valve, excessive friction of triple slide valve, tight triple piston, restricted feed groove in triple valve, triple piston making tight seal on bush, gum on triple piston bevel, graduating valve spring catching in bush, weak or broken graduating spring, graduating pin broken, short piston travel.

Q. If a train with part P-C equipment should become overcharged, could the pressure be reduced by making one or more reductions of the brake-pipe pressure, the same as with the quick-action triple valve? L. W. C.

A. If the brakes were overcharged the control valve would, no doubt, move to service position when the automatic brake valve was returned to running position, and the brakes would apply to the amount of the reduction made by brake leakage—equal to the overcharge. This would leave the control valve in *service lap position*, in which position the pressure chamber is *cut off* from both the emergency and service reservoirs; therefore bleeding these reservoirs *would not* bleed the overcharged pressure chamber. Therefore the only way to overcome the trouble is as you suggest—by making one or more reductions until both brake pipe and pressure chamber are below the adjustment of the feed valve.

Q. If an undesired emergency application of the brakes should occur, using 110 pounds brake pipe pressure, is not the P-C more liable to slide the wheels, at low speed, than the ordinary quick-action high-speed brake? L. W. C.

A. As a somewhat higher brake-shoe pressure is developed in emergency on cars having the P-C equipment than on cars having the P-M equipment, if the wheels slide quite likely it will be on the P-C cars. However, it is not so much the high percentage of brake power that causes wheels to slide as it is the unequal brake power found in a train, which causes the higher-braked cars to be "jerked or pushed off their feet." This and other reasons, such as shifting of the weight due to the tilting of the truck, tendency of the wheels to run up on the shoes, improper piston travel

and poor rail conditions and a combination of them all enter into the problem of *wheel sliding*.

Q. What are the advantages claimed for the Pennsylvania Railroad's standard double-headed cock? L. W. C.

A. With this style of double-headed cock an emergency application of the brakes can be made even though the cut-out cock be closed, and may be used in case of emergency by the engineer on the second engine.

Questions and Answers.

BY JAMES GREGORY.

Question: Are rocker arms on Stephenson valve gear always same length? I am told such is not always the case. If not of equal length how do they affect the valve travel? W. D. H.

Answer: The rocker arms in Stephenson gear are usually of the same length. Occasionally we meet with instances where they differ, the inside one being the shorter. Where this is the case the valve travel is, of course, greater than if arms of equal length were used with any given throw of eccentric.

Question: What is the difference between Dunbar and snap ring packing for cylinders, and which is best? J. L. C.

Answer: The difference is that the Dunbar is a sectional packing, while the snap ring is in one piece. As to which is the best, that is a matter of opinion. Each has its good points. The Dunbar is favored by some as it adjusts itself more readily to uneven cylinder surfaces, while with the snap ring packing the cylinder must be a more perfect fit to prevent blows.

Question: If Dunbar packing blows does it affect the engine differently than the failure of the ring packing? J. L. C.

Answer: There are two sets of Dunbar packing in each cylinder. If one fails from any reason it will cause a blow in cylinder when piston moves in the direction that set of packing was intended for, and yet may not blow when piston moves in the opposite direction. With the solid ring packing the engine will not blow in either piston

stroke unless both rings are broken or badly worn.

Question: What are the chief causes of failure of injectors that may be remedied on the road? W. D.

Answer: Joints of feed pipe leaking often cause injector to fail. They may not be noticeable with good supply of water in tank, but when the water must be lifted a considerable distance these little leaks make priming slow, if not impossible, and even after injector is put to work it is liable to break any time, as the air admitted, especially if it be above the water line, prevents the injector from drawing the required quantity of water to keep it working. Stop the leaks, if possible, by tightening the joints or wrapping them. Clogging of strainer or loose hose lining will check the flow of water so injector will not work. In the case of dirty strainer blowing back steam from injector is a good temporary remedy, but the obstruction to flow of water should be removed at the first opportunity. A clean strainer and tight joints in feed pipe are always necessary, but it is equally important that the injector, as well as its pipe connections, be held firmly in place, as the vibration of a loose pipe will soon cause loose joints, after which troubles are bound to follow.

Question: If a check valve is stuck down so injector cannot start, what is the remedy? W. D.

Answer: Tap check with a soft hammer. It is also a good plan to open frost cock until all water is drained from branch pipe, after which try injector again, and the added force of water driven through empty branch pipe will sometimes raise a stubborn check valve after other remedies have failed.

Question: If a check valve sticks open or leaks so injector will not prime what is best to do?

Answer: If the valve or seat needs grinding or there is something under valve that prevents it from seating and the injector must be put to work, the best thing to do is to reduce as much as possible the back pressure in branch pipe by opening the frost cock and

partly breaking the joints at both ends of branch pipe.

Question: Will foaming of boiler affect working of injector? W. D.

Answer: Yes, foaming will cause injector to break. In such cases carry the water low and run engine so as to avoid raising the water until a water tank is reached, where engine should be blown off. This should be done by using both injectors at one time, thus creating a strong current of circulation in barrel of boiler, which will flush the dirty water to the rear end, where it will be blown out.

Question: At what time and under what conditions may best results be gained from blowing out dirty boiler? W. D.

Answer: A good time to blow boiler so as to get best results per quantity of water wasted is when the engine is working hard, as at such time the foreign matter in water, which causes foaming, is held in suspension by the agitation of steam passing through it. Perhaps a more opportune time is just after shutting off or before this matter has settled. Blowing out before leaving terminal or after standing a while helps, of course, but there is little use blowing out more than a small amount of water at such times. When possible, use both injectors, keeping the fire good while doing so.

Question: What has become of the famous "hammerblow" we read so much of some years ago? W. L. B.

Answer: There has been some improvement in counterbalancing locomotive driving wheels since that time, perhaps; but generally speaking, the hammerblow is still there where it always was—in the driving wheels. It is quite possible that it will remain there so long as we use the prevailing type of engine, but it is not by any means as dangerous or destructive as reported, and there are other problems causing much more serious consideration than the effect of counterbalance.

Question: If the sand runs only on one side is it bad practice to use sand until it can be made to feed both rails? All instructions on that subject that I have read condemn the practice. W. L. B.

Answer: It is, of course, better that

sand should run on both sides, but this is not always possible, as it may stop any time without giving warning. The only thing to do is to make the time with one side until the trouble can be remedied. Much has been said of the damage to rods and axles that will result from using sand on one side only, but we have been doing it all these years since they discovered the danger, and will likely continue to do so, and what will likely result from doing so is one of the least of our troubles. When we had the old strap rods that could be fitted to an engine regardless of how she trammed or was quartered we had innumerable failures with these same rods that were often charged to "catching engine" on sand on one side. We hear little complaint on that score of late and likely will hear less in the future.

Question: What has become of the indicator? Is it not used in the setting of valves on locomotives any more? W.S.B.

Answer: The indicator is not used in locomotive practice so much as formerly, as the rough and ready service demanded of the power does not require that precision of adjustment of parts of the valve mechanism that calls for the aid of the indicator.

Question: We are beginning to use grease on pins. The instructions expressly state that "at no time must oil be used on pins using pin grease."

W. S. B.

Answer: The objection to using oil along with the grease on pins is that the oil tends to thin the grease so it will be thrown off the pin. There really is no need of using oil with the grease, even to oil the collar or shoulder of the pin, as the grease fills the bill itself. In the case of driving boxes it is different for, while the journal may be liberally supplied with grease, the hub is likely to get little or none and a few drops of valve oil, or some specially prepared dope, put on the hubs now and then prevents much of the wear and heating of driving hubs.

Question: We have some engines with piston valves that have a valve stem extending through a stuffing box at front end of steam chest. What is the purpose of this?

RUNNER.

Answer: The former valve stem is used merely to balance the steam pressures on the ends of valve.

Question: With an indirect valve gear does the eccentric always follow the pin?

W. R., Div. 10.

Answer: Not when the valve is inside admission.

Question: Are the eccentrics set the same for outside admission piston valves as for "D" slide valves?

W. R., Div. 10.

Answer: The setting of eccentric is the same in both cases, as the "D" slide valve has also an outside admission.

Question: Has the inside admission any advantages over the outside admission, and what are they? W. R., Div. 10.

Answer: Yes, it has some features that make it more favored than the other type. The live steam, by being admitted to the space around center of valve, or "spool," is not exposed to steam chest surfaces. The end balance of valve is better, as only exhaust steam gets into the chambers at ends of valve, that being but a low varying pressure for which reason no additional valve rod for forward end of chest is needed to balance the valve, as in the case of one having outside admission; and owing to this low pressure the valve steam packing gives better service.

Question: On outside admission valve the eccentric is supposed to be set 90 degrees back of the pin, less the distance needed to overcome the lap and lead of valve. To increase the lead the eccentric is moved still nearer to the pin. What difference do we find with inside admission valves in regard to the relations of the eccentric and pin and increase of lead of valve? W. R., Div. 10.

Answer: With inside admission the eccentric leads the pin enough more than 90 degrees (one quarter) to overcome the lap and give the lead opening, and if more lead is desired it is gained by moving the eccentric still farther ahead of the pin.

Question: I suppose all engineers have noticed that in hooking the lever up there is one particular position of the engine at which the lever comes up more easy than at any other. This peculiarity seems

not to be confined to any particular kind of engine or type of valve gear. What is the cause of it? W. R., Div. 10.

Answer: The position of engine when she cuts back easiest is when pins on right side are coming to the forward center. At this time there are several influences at work to produce the result referred to. On the left side the engine is about the upper quarter position with the lever in full stroke, valve moving ahead. When the lever is now raised the effect is to arrest the movement of the valve on that side and really reversing its motion a little, depending on how short the cut-off is made. On the right side, with engine passing forward center, the valve has begun to move back and the effect of hooking up lever would likely tend to hasten its movement a trifle as the full effect of short cut-off position would have that effect on the valve at such time. Now we see that in the position assumed to illustrate, the main point to be noted is that both valves are moving back at the time the lever is easiest to hook up. We also note that at the same time we get the piston action of both valve stems to help move the valves. The area of both valve stems, each of two inches diameter, would be a trifle over six square inches, which, with a steam chest pressure of 200 pounds, would produce a power of 1200 pounds trying to force the stems out of the chests, and this force is the chief reason why the engine hooks up easier when engine is passing the points referred to. When pins are passing the opposite points the valve movement is reversed, so that in hooking up lever the valve stems must be moved ahead and against this 1200 pounds pressure, which accounts for the greater ease of hooking lever back at a particular time that every engineer has no doubt noticed and taken advantage of in doing his work. He may not be able to see the position of the engine, but there is some peculiarity of the exhaust or working of the engine that tells him when to unlatch the lever and make the pull.

Question: Please explain what to do in case of breakdown of Walschaert valve gear. H. A. C., Div. 616.

Answer: You will note that there are two sources of motion that actuate the valve. One motion is derived from the eccentric, the other from the crosshead. To disconnect from both these sources would, of course, put the valve gear out of commission on that side, but what you want to know is what to do when the gear is only partly disabled.

If the eccentric or its rod or connection with link should break, the thing to do would be to proceed to fix up so engine could still do some work on the disabled side. In that case disconnect the radius rod lifter, block the link block in center of link and go. On the disabled side you now have the travel of valve imparted by the crosshead motion through the lap and lead, or combination lever. This will give only the lead opening, which will not furnish much power to engine on that side but will help some. With the rear end of radius rod blocked in center of link, the connection with combination lever at forward end serves as a fulcrum to aid the movement of the valve by the combination lever, as it travels back and forth with the crosshead motion.

In the case of a broken reach rod you would proceed to block up the link blocks so as to fix the link block in that position where you could use engine to best advantage. It might in some instances be more convenient to block tumbling shaft arm than the link blocks.

With a broken lifting rod but one side would be affected, of course, so proceed as in the case of a broken reach rod on that side by fixing link block in the desired position in link.

If a link should break it might be a difficult matter to find means to stay rear end of radius rod, but this should be done if possible. If not, then disconnect forward end of radius rod from combination lever, block valve stem crosshead in center of its guide and leave the top and bottom connections of combination lever connected, for though the crosshead will move the lower connection back and forth, the lever will merely swing back and forth, it having

but one other connection, and it will have no effect on the valve whatever, which will be held on the center of its seat.

If a combination lever breaks it should be taken off, the radius rod should then be connected at forward end to the valve stem, if provision is made for making this move possible, which is not always the case. In making such change care must be taken to see that in the altered position of the radius rod it clears other working parts of the engine.

Should a union link or crosshead arm fail, the same remedy as in the case of broken combination lever will answer. Should it be impossible to connect radius rod to valve stem, then it must be taken down or, it might be more convenient to block the rear end of it in center of link, for even with the link working, there will be no motion given to the radius rod, the forward end of which could be suspended from crosshead guide. The combination lever should be removed and the valve stem crosshead blocked at center of its guide. This would, of course, put the engine out of business on that side. The main rod may, however, be left up, and should engine stop at any time on center on the good side the valve on disabled side may be moved to give steam so engine may move off center on good side. This latter remedy, of course, is applicable to all others as well as to the Walschaert gear, but the writer thought it would fit in well here.

In cases of partial failure on one side, which permits the use of the valve to a limited extent, or when one side is wholly disabled, the amount of work the engine should be made to do depends to a great extent upon the customary usage

in such cases on your particular road.

Should a radius rod break, the valve gear would be wholly disabled on that side. In such a case disconnect both ends of radius rod, block valve stem crosshead at center of its guide, and proceed with main rod up.

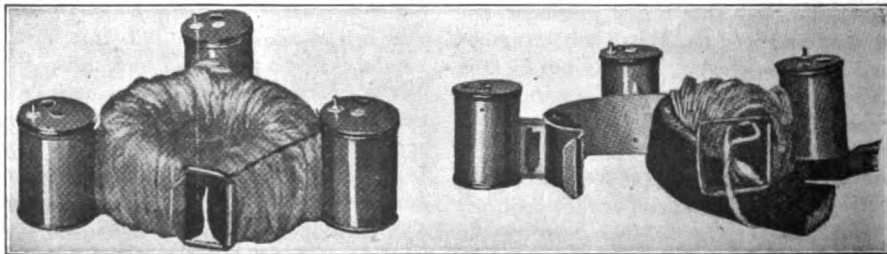
There are but two parts of the Walschaert gear, practically speaking, that positively prevent any first aid remedy on the disabled side. These are broken radius rod and broken valve stem. A broken radius rod could hardly be imagined, and owing to the direct thrust and pull on the valve stem, as operated by the Walschaert gear, there is less liability of its failing than with any other gear we know of.

The Smith Air Pump Swab.

Bro. Thos. W. Smith, of 705 N. Main ave., Scranton, Pa., member of Div. 276, is the patentee of the swab in the illustration. He is one of the oldest engineers in the service of the D., L. & W. R. R., and is now an inspector for that company. The device is very simple, but effective, and has the endorsement of some of the best known engineers, and the following Division endorsement:

BROTHER SMITH: In answer to your request concerning the Smith patent air pump swab, we can say that the swab has been used by a goodly number of our members, and they all speak very highly of its good qualities, especially on pumps that groan and run hot, as it keeps them well lubricated. It also keeps the packing nuts from working off, saving a great deal of trouble and annoyance by finding the nuts off and packing blown out at a time you want your air the most.

Brother Smith guarantees every swab



SMITH PATENT AIR PUMP SWAB.

ment out to give entire satisfaction. The swabs are made to work on all pumps in railroad service. They are made in three types, viz.: single, twin and triple feeds, at the following prices: Triple feed, \$1.25; twin feed, \$1.00; single feed, 75c.

On Sunday, August 24, at our regular meeting, a motion was made and carried unanimously that we, as a Division, endorse the use of the Smith lubricating swab for air pumps. Fraternally,

G. W. CHASE, C. E.,

W. E. LORD,

Sec.-Treas. Div. 276.

Safety Signals, Trespassers, Legislation.

DENNISON, O., Sept. 8, 1913.

EDITOR JOURNAL: I notice in the September JOURNAL some comments on official observance of "Safety First" on the road. Just after reading this article I picked up the daily paper and read an account of the "Latest New Haven Horror." It seems from the evidence at the investigation that the New Haven also has an official disregard for "Safety First." But then, the engineer is always to blame in any case.

It seems, also, that the American craze for speed was almost entirely to blame, and this was not a case where the speed-crazy ones killed themselves in their own motor cars.

In the handling of passenger trains no two trains should be permitted in the same block at the same time, and there would be no collisions. Again, automatic blocks are not always dependable, being known to stand clear when they should be at danger; although, it is said this cannot happen.

What chance has an engineer to make the time and see block signals, "banjo" semaphore, or flag in a fog that an electric light in head lamp will not pierce?

It must naturally be assumed that "drifting by" danger signals, or "using your own judgment," as it is termed, has been "winked at" or sanctioned by the New Haven officials in order to help traffic conditions.

Now, a signal in the cab consisting of

three lights and three dummy indicators is the only thing that could be seen plainly or relied upon in foggy or bad weather. Why not have them?

Again, why encourage high speed by a caution signal expecting the next caution or clear, as is certainly done on many roads on account of close spacing of trains and heavy traffic?

The survivors say the dead bodies were an awful sight. Do they think the sight of a ground-up train rider or trespasser any more pleasant for an engine or train crew to look at? Yet, the combined toll of trespassers in the United States daily exceeds the killed in this case.

Are the law-makers doing anything to stop the last-mentioned slaughter? No! I'll bet there will be laws passed to compel railroads to use steel coaches in less than a year, while a toll of 5800 trespassers killed in one year will bring forth no law at all—only comment.

There is no use to compel the companies to adopt some half-baked block signals, but the absolute block system should be used until such time as the I. C. C. has found a reliable signal.

It is highly important that good brakes be maintained on all passenger trains. Cars braking at full percentage, 110 pounds brake-pipe pressure and not more than six-inch piston travel leaving terminal.

Another trouble breeder is to have an official tell Engineer Brown how Engineer Casey makes the time, when everybody knows Brown would sooner lose time than take a chance, and Casey, like the good ball-player, accepts all chances and gets there on his luck.

In every walk of life one man is pitted against another to help the employers' output and business; but woe unto the man when he slips up or is run down.

Brethren, don't you think it is the duty of the B. of L. E. to try to have some laws passed that will protect us as well as the passengers and railroad company? Better wake up before you find yourself in stripes behind prison bars, which will undoubtedly happen if any old laws are passed.

Yours for protection,

G. WEBB JONES.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

HORACE, KANS., Aug. 11, 1913.

EDITOR TRAIN RULES DEPARTMENT:

The following order issued recently has caused much discussion, and we will appreciate your understanding of the order.

Order No. 78, "Extra east 1239 has right over No. 91 engine 3607 A to Z, but will wait at K until 1:15 p. m."

No. 91 is due out of L at 1:15 p. m., and extra 1239 east can make L and clear the time of No. 91. Can the extra go to L for No. 91, or must it remain at K until 1:15 p. m.?

C. K.

Answer; The extra cannot go to L for No. 91 even though it can do so and clear the time of No. 91 as required by rule. In other words, a train crew cannot violate an order by leaving a station in advance of the time which is stated in a wait order governing their movements, even though this time refers to a certain opposing train. In the case under discussion the order does not state any particular train to be waited for, and yard engines, or under certain circumstances other extra trains, might be using the time.

The only safe way for the extra in such a case would be to have that part of the order annulled which refers to waiting for No. 91 at K.

MUSKOGA, ONT., CAN., Aug. 23, 1913.

EDITOR TRAIN RULES DEPARTMENT:

Rule H states that work extras must give way to all trains as soon as practicable.

No. 88 is a southbound third-class train and southbound trains are trains of superior direction. Order No. 1, "Engine 3363 work extra between A and D not protecting against extras, and has right over all southbound third-class trains." Order No. 2, "No. 88, engine 1006, meet work extra 3363 at B." Which train must take the siding at B? Is it proper

for the dispatcher to address an order to the work extra as "extra 3363 north?"

MEMBER DIV. 18.

Answer: Under the two orders named No. 88 must take the siding at B. The right of track order whether given to a work extra or a regular train gives authority to the main track, and the meeting order does not supersede or change this authority except to require the work extra to wait at B until No. 88 arrives there, that is, it requires the work extra to meet No. 88 at B, as both of the orders are in effect; the right of track order making the work extra superior to No. 88 by right and the meet order fixing a meeting point between the trains.

The words in rule H, "Work extras must give way to all trains as soon as practicable," refer to the work which the work extra is doing and is not intended to supersede any train order which may be given or to modify it in any way. Example 6 of form H giving a work extra right over all trains, states that the example gives the work extra exclusive right between the points designated between the times named. Nothing in this explanation contemplates that the work extra must take siding for any train which it meets. It is expected that a work extra will not delay other trains unnecessarily to do work which can be done as well after the waiting train has gone, but this cannot be construed as requiring the work extra to disrespect its train orders.

DENVER, COLO., Sept. 1, 1913.

EDITOR TRAIN RULES DEPARTMENT:

There is much difference of opinion here as to whether or not a schedule can be annulled. Some claim that when a train is annulled it annuls the schedule. It may be that the schedule is annulled in theory, but practically it does not look that way to me. Please explain fully.

MEMBER.

Answer: There is quite a difference between a schedule and a train. A schedule is that part of a time-table which prescribes class, direction, number and movement for a regular train. A train is an engine or more than one

engine coupled with or without cars, displaying markers. The word annulled means made void or of no effect, and with this in view it is evident that a schedule can be made void by an order, but a train cannot. That is, the schedule being simply the printed authority for movement of a train, it can be made void by a subsequent order; but a train being a certain combination of material objects cannot be made void by a written order. To make a train of no effect or in other words to make a train not a train, it would have to be uncoupled and reduced to cars and engine without markers. Thus it can be seen that when No. 34 is annulled from A to Z it is the schedule which is made void. That is, the schedule cannot authorize a train to move on its time because the order has made it void for that day. The train is in a way involved if it has started or assumed the number, for upon receipt of the order it loses its identification as No. 34 and becomes simply a train but without authority to move upon the main track. It is not a simple theory that when we annul No. 34 that the schedule is annulled, it is a practical fact of operation made necessary by conditions. For example, let us suppose that engine 234 and a caboose composed the train which was running as No. 34, in case an order reading: "No. 34 of Sept. 15 is annulled A to Z," only annuls the train, which in this case has not left A, then there would be nothing to prevent another train from being authorized to run as No. 34 from A to Z. It follows that theoretically and practically it is the schedule which is annulled and must be annulled to make the movement of opposing trains against that schedule safe.

JERSEY CITY, N. J., Sept. 2, 1913.

EDITOR TRAIN RULES DEPARTMENT: Three orders were issued on this road recently which caused a misunderstanding. Please give standard practice in such a case. The orders were as follows: Order No. 8, "Engine 1501 run extra Z to A and has right over No. 89 Z to J." When extra 1501 arrived at Q it was given order No. 12, which read as follows: "No. 89, engine 1589, meet extra 1501 at I." Extra 1501 met with a delay by a hot box after receiving order No. 12 and it was given another order as follows: Order No. 13, "Order No. 12 is annulled." A heavy electric storm made it impossible to get in communication with the dispatcher's office. Can the trains move, and if so under what authority and to what points? Div. 487.

Answer: The three orders leave extra 1501 free to move to J where it must get

clear for No. 89. The first order issued made extra 1501 superior to No. 89 Z to J, and this order still remains in effect. Order No. 12 fixed a meeting point at I, but it did not in any manner supersede order No. 8, as extra 1501 remained superior to No. 89 from Z to J. The sole object of order No. 12 was to fix a meeting point between No. 89 and extra 1501 and when this order was annulled by order No. 13 it left order No. 8 still in effect, thus leaving extra 1501 superior to No. 89 Z to J. That is to say, when order No. 12 was annulled it left the trains without a fixed meeting point, but with order No. 8 still in effect, which gave the extra the right to proceed to J and there get clear for No. 89.

When a combination of orders is issued in which the first order is superseded by the second order, and a third order annuls the second order, the whole combination becomes void and the situation is the same as though no orders had been given, but in the case under discussion the first order was in no way affected by the second order.

Stopping Freight Trains.

J. B. I., Decatur, Ill., writes: In the March issue you stated how a mixed train of empty and loaded freight cars should be stopped with the air brake, if the loaded cars were ahead. How should the train be handled during a stop if the loads were behind the empties? A.—Having read that answer you understand that this is a matter largely governed by circumstances and local conditions, to say nothing about speed of train and the possible per cent of grade the train may be descending, and naturally if rules could be formulated to cover all conditions of train braking, following the rules would require no reasoning, judgment or experience in successful train handling.

Taking your question as a general proposition, a train made up of 45 empties ahead and 20 loads behind would be a very nice train to handle from an air-brake point of view; under those conditions you could expect the slack to run in when an application of the brake is made; therefore you would bunch the slack with a light application or a graduated application of the independent brake, then make an automatic application to conform to the majority of the types of triple valves in the train, that is, the lightest reduction that the triple valves will run through the train, and thereafter, with the slack all in, you can make most any kind of an application without doing any damage to the train. —*Railway and Locomotive Engineering.*

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THE GARDNER  PRINTING CO.
CLEVELAND, OHIO

OCTOBER 1913.

The Effort to Harm Organized Labor.

We receive many clippings from newspapers in which organized labor is assailed, and especially the Brotherhood of Locomotive Engineers, but these strictures should not disturb our members very seriously because they are the mouthings of some member of the intolerant employing classes who assume a right to run their business their own way, and are angry because there is a power in organized labor which makes it possible not only to demand justice, but to point out the injustice imposed upon them, or some sycophant who thinks by standing in with the employing class he can get more than he could by telling the truth about matters he is familiar with.

A clipping from the *Boston Globe* reports a banquet given at the dedication of the Bancroft Hotel, in Worcester, on September 11, Governor Foss being the principal speaker, and he is reported as saying:

"I stand here as an independent citizen, wearing the cloak and collar of no party, and I denounce the foreign control of the New England railroads, and denounce the foreign control of the labor that captains the iron horse at the head of every passenger train in New England."

Foss has factories and does not like to have his employees take any exception to the conditions he imposes. Some of his employees went on a strike recently and it disturbed his liver and, not being over it, took this occasion to knock labor organizations and, as the New Haven officials were present, the engineers in particular, stated the usual untruths about them, and made statements that the great majority of people in New England know are untrue.

Governor Foss is a political straddler. He says he wears the cloak and collar of no party. He has worn the Republican and Democratic collars, but just now he seems in doubt of finding one that will fit, and the laboring mer in Massachusetts ought to see to it that he in future cannot get even the cloak of any political office in Massachusetts.

Seniority Rule.

The *New York Sun* of September 14 had a nasty cartoon on Seniority, its title: "Death; Stand Up for Your Rights." On the breast of the engineer in the picture, "We Want Seniority—not Safety."

It is a picture of the animus of a class, void of decency or truth.

To those who know anything about the subject seniority means experience, and experience means safety.

The writer remembers one of the greatest wreck calamities in New England was caused by a violation of this rule, when a young engineer who had never been in passenger service was ordered with his freight engine to couple on ahead of a passenger train engine. The regular engineer protested, but it did no good; and this inexperienced engineer by virtue of his being ahead of the other engine must handle the air brakes on the train. The result was a rear end collision with another passenger train,

resulting in frightful loss of life; and my memory is that on the facts being brought out at the investigation the company acknowledged the error of not recognizing the oldest in the service and putting him where he belonged, and agreed to settle with all who had claims without contest in court.

There is no rule in our contractual relations with railroad companies more justified than the rule that the oldest in service shall have the preference in assigning men to important runs. They have served the companies longest, had the greatest experience, and consequently safest for the company and the public.

If a senior man is lacking in ability to perform the service there is nothing to prevent the railway officials from establishing that fact and calling the next senior man to fill the place.

The thing that is not liked about it by some officials is the fact that it does away with favoritism. In practice it is civil service applied to train service.

LINKS.

THERE will be a system union meeting of the Brotherhood of Locomotive Engineers held in Roanoke, Va., on the 14th and 15th of October in Masonic Temple, corner Kirk avenue and Henry street.

All Brothers are cordially invited to attend this meeting. We hope to have the Grand Chief or one of his assistants present, and everything possible will be done to make this meeting a pleasant as well as profitable one.

The committee is at work and will secure hotel accommodations at the most reasonable rates possible.

Hotel Ponce de Leon will be headquarters. J. M. DERFLINGER,
Secretary Committee of Arrangements.

WE take this opportunity to announce to the Brothers in the district of St. Louis that the Brothers in St. Louis and vicinity have finally woke up to the fact that the fifth Sunday union meetings which have been held in Kansas City, Chicago and other large cities and railroad centers throughout the United States have resulted in great benefit to our organization, and we have finally arranged to hold similar meetings in St. Louis, Mo., but owing to Chicago and Kansas City holding their meetings on the fifth Sunday, and not wishing to conflict with either of these two cities, we have arranged to hold our meetings on the second Sunday of each quarter, beginning Sunday, Oct. 12, that being the second Sunday of the fourth quarter of 1913. We hope to make our first meeting a banner meeting. We expect to

have our G. C. E. Bro. W. S. Stone and several other Grand Officers and prominent speakers, Bro. T. J. Hoskins, Tennessee State Legislative Board, and Bro. C. G. Brittingham, chairman Missouri State Legislative Board.

We would impress upon the Brothers the importance of attending these meetings, as they have certainly proved successful in keeping up the interest of the organization, and they also afford an opportunity for some of our Brothers to hear our Grand Officers explain the true principles and benefits of our organization. There will be three meetings. First, from 9:30 a. m. to 12 m.; second, 2 to 5:30 p. m., and the evening meeting from 8 until the business is concluded.

The meetings will be held at the R. R. Y. M. C. A. building, Twentieth and Eugenia streets, one block west of Union Station, and we kindly request all the Brothers who possibly can to make every effort to attend this meeting. We expect to have several of our General Chairmen of the Western District present, and no doubt the conference of the General Chairmen held in Chicago Aug. 18 to 28 will be generally discussed.

Don't forget the date—Sunday, Oct. 12, 1913. C. E. LINDQUIST, Secretary.

H. A. WALTER, Chairman.

BRO. ANDREW LAUDER, who for many years has hauled the Imperial Limited on the Lake Superior division of the C. P. R., has been promoted to district master mechanic, with headquarters at Chapeau, Ont. Brother Lauder is an old and valued member of Wangoom Division 319, B. of L. E., and his promotion is a well-merited one, and his many friends and Brothers extend congratulations. Brother Lauder took up his new duties Aug. 1, 1913. J. F. S., Chapeau, Ont.

At a meeting of Snowdrift Div. 138, B. of L. E., held in the Division rooms, Sunday afternoon, Sept. 7, it was unanimously decided that the Division extend a hearty vote of thanks to Div. 530, G. I. A., for the handsome gifts of a Bible, and a set of officers' jewels for Div. 138, and also for the splendid entertainment given the Brothers and their families in the Odd Fellows' Hall on the evening of September 3.

A. Z. MATHEWS, T. M. DOHERTY,
E. PRICE, Committee.

OVER-SEA DIV. 838, B. of L. E., was organized at Miami, Fla., on Sunday, Aug. 24, 1913, by Bro. E. L. Fulkner, C. E. Div. 823.

The following officers were elected: Chief Engineer, J. S. Clemons; First Engineer, E. E. Jackson; Second Engineer, J. C. Rowell; Third Engineer, S. H. Wet-

more; Chaplain, R. Goethe; Sec.-Treas., F. A. Daniels; Committee of Adjustment, J. C. Rowell, chairman; George Bayles, W. H. Shoemaker; Auditing Committee, W. G. Davis, G. W. Smith, J. S. Walker; Delegate to G. I. A. and legislative board, J. C. Rowell; alternate delegate, J. V. Duggan.

Brother Fulkner did himself great credit for the masterly manner in which he organized and conducted his part of the entire proceedings. He did not stop at that, but placed us all under lasting obligations for his brotherly love and generosity in donating the entire amount of his lost time and expenses to our reserve fund.

To say the entire meeting from commencement to end was the most harmonious and thoroughly enjoyable meeting of any kind I ever witnessed would be expressing it in exceedingly conservative terms.

We have here as members of Over-Sea Div. 838 representatives of the B. of L. E., old and young, from all points of the United States and from most all the largest trunk lines of our nation, and each one tries hard to out rival the other in true brotherly love and fidelity. Each Brother is determined to do all in his power never to allow any discontent, bickerings or factional feelings to enter our ranks or peep within the sacred portals of our sanctum. Each member feels it his duty to place his shoulders hard to the wheel for a united push onward and upward for the good of our Order, and malcontents will find not smiles but all frowns if such should be attempted.

Every visiting Brother will admit the B. of L. E. on the Florida East Coast Railway stands united as the rock of Gibraltar. Any imposition or injustice attempted on one is resented by the whole; in short, we are united in reality and not in name only.

We wish to express here our unbounded thanks and appreciation to the Miami Elks for their liberal generosity and display of friendship in voluntarily donating their magnificent hall for our organization meeting after our disappointment in a hall previously engaged. This act of theirs adds another obligation to that under which we felt so grateful for in the manner of their big-hearted welcome and generosity extended our visiting Brothers and Sisters when they made their stopover here on their return from their Cuban trip after the Jacksonville union meeting last spring. Who of all visitors here have forgotten the Miami Elks and their hospitality?

Brothers, we were exceedingly sorry we had no Division in Miami on your recent visit so we could have greeted you as we wished. We are now prepared,

and owing to the manner in which our city is growing we hope some day in the no distant future to have our Brothers congregate here in a glorious union meeting—here where there is no winter—here where our summers, like our winters, prove an agreeable surprise—here where a stranger is always glad he came and sorry to leave on account of both our unsurpassed climate and big, free, openhearted welcome, making all feel like they are home among old friends. Who in our ranks of the B. of L. E. has ever met a Florida East Coast B. of L. E. man and can say he was greeted as a stranger? Who will say our greetings and treatment are not as warm as our tropical sun's rays that kiss the dewdrop from off the fragrant orange blossom? We all strive to make the meetings of all visiting Brothers as long and as pleasantly remembered as our superbly grand, tropical moonlight nights that look down and smile upon the meanderings of enraptured lovers, and when you depart say: "God bless Florida, the true queen of our grand nation. In the future it will be my place for rest—my sanitarium for health, and the playgrounds for my advancing years." Fraternally, C. S. J.

THE Kansas City union meeting was held in the I. O. of O. F. Hall, Sixth and Minnesota streets, Kansas City, Kans., Sunday September 14. It consisted of three meetings, morning, afternoon and evening.

The first meeting was called to order by the chairman, Bro. Lon B. Swearingen, and after the reading and correction of the minutes of the preceding meeting the meeting was opened to a general discussion of subjects of interest to the entire Brotherhood.

We were disappointed not to have a Grand Officer with us, but we all know how busy the Grand Chiefs are at the present time, and we decided that it was impossible for anyone to come or they would have been here.

Our old favorite, Brother Goodwin, of Div. 178, started the ball rolling by an able talk on the cause of so many expulsions from our Brotherhood, and what might be done to decrease this number. This question was discussed at length by Brother Smith, general chairman C. M. & St. P. Ry., Brother Keady, chairman A. T. & S. F. Ry., Brother Quigg, chairman K. C. T. Ry., Brother Barker, Div. 502, Brother Phelan, Div. 491, and others. As this discussion progressed it grew into a discussion of the evils of the drink habit, and many unpleasant things were said about the Brother who indulges too freely.

Our old Brother Brownhill, Div. 412, who will be 80 years old the first day of

next month, spoke on the conditions as they were when the organization was in its infancy and the hardships that some of the older Brothers went through for the Order. Brother Brownhill is an entertaining talker, and we are always glad to hear him.

Brother Swearingen spoke a few words in the interest of the unemployed Brother who was still paying dues and working at some job as a laborer at \$2 per day, and wondering if the general chairmen are going to try to have the roads that have agreements to hire 50 per cent live up to those agreements, or if they are going to be allowed to continue to promote more firemen to the position of locomotive engineer each time business picks up a little, and the unemployed Brother remain unemployed until he gets in such a condition financially he is compelled to drop his membership and lose the insurance protection for his family. Brother Swearingen was supported in this discussion by Brothers Thompson, Nissen and Smith.

Brother Barker started a discussion as to adverse legislation causing the railroad companies to impose more hardships upon the Brothers, which was responded to by Brother Keady.

Meeting adjourned until 2 o'clock p. m.

The afternoon meeting was called to order on time, and Brother Smith, chairman C. M. & St. P., took the floor and spoke at length upon living up to rules of the company, surprise tests and how they are conducted, and what record is kept of them, and many other subjects of general interest. Then Brother Keady, chairman A. T. & S. F., and Brother Quigg, chairman K. C. T. Ry., spoke on the same subject. After the chairmen were through the Brothers indulged in a general discussion of these questions.

Following this the business of the union meeting was taken up, and it was decided to hold the next meeting on the second Sunday of November, which is Nov. 9. It was decided that the evening meeting of the next union meeting should be an open meeting, and that the Brothers be invited to bring their families. You will all be notified of the meeting-place and program by the executive committee and the publicity secretary.

The resignations tendered by Brother Swearingen, chairman, and Brother Huskey, publicity secretary, on account of their expecting to leave this locality in search of employment, were accepted, and Brother Goodwin, Div. 178, was elected chairman, and Brother Prewitt, Div. 502, was elected publicity secretary; also Brother Barker, Div. 502, was elected vice-chairman. These Brothers

are too well known in this territory to need an introduction by me.

The meeting was then adjourned until 8 o'clock p. m.

The evening meeting was consumed in the discussion of a resolution that was introduced at the June union meeting and laid on the table.

The substance of this resolution was the request that the meeting go on record as favoring the establishment of the initiative, recall and referendum in a limited form, to be applicable to all legislation and officers of the Brotherhood.

After spending the entire evening in discussing this question it was laid upon the table, to be taken up at the next union meeting, as the Brothers wished time to think it over and discuss it among themselves before either accepting or rejecting it.

In conclusion, Brother Editor and readers of the JOURNAL, I wish to thank all of the Brothers that have attended the Kansas City union meetings for the interest they have taken, for the assistance they have given toward making these meetings a success, and for the appreciation they have shown for my efforts in advertising the meetings and trying to get the attendance. It is a pleasure to do the work when you have the same brand of co-operation that is given by the Brothers of the Divisions adjacent to Kansas City.

Yours fraternally, H. O. HUSKEY.

UNDER the auspices of Div. 182, Little Rock, Ark., the Brotherhood of Locomotive Engineers and its Auxiliaries celebrated the 50th anniversary of the organization of that Order with appropriate ceremonies at the Pythian Hall, Third and Center streets, on August 18, presided over by Robert Heriot, Chief Engineer of the Little Rock Division of the organization. Following is the program:

The two leading speakers were Mayor Chas. E. Taylor, who made the address of welcome, and former Governor Geo. W. Donaghey, who spoke on "Reminiscences of a Governor."

The festivities of the evening were divided into two parts. The opening program consisted of numerous piano and vocal solos and readings by Mrs. W. E. Snodgrass, Master James Sherry, Miss Hazel Barrett, Miss Willie Shields, Mrs. M. A. Bowers and Miss Louise Schimelpennig.

Following this program Harry Williams acted as toastmaster at the banquet, and announcing the supper march by the orchestra, the engineers and their wives and the invited guests proceeded into the dining-room, where a seven-course dinner was served, upon the com-

pletion of which numerous toasts were responded to by those present. In addition to Mayor Taylor and former Governor Donaghey, there were several other speakers. Gov. Geo. W. Hays was scheduled to speak, but was unable to be present. Robert Heriot responded to the toast, "The Fiftieth Anniversary." The toast, "The Brotherhood of Local Enginemen and Firemen," was responded to by J. M. Brickhouse. W. F. Wilson spoke on "Organized Labor." "The Ladies' Auxiliary" was responded to by Mrs. J. M. Winn. Mrs. Robert Heriot discussed "The Organization of the Grand International Auxiliary by a Charter Member."

Response on behalf of the Brotherhood of Locomotive Engineers, "The Fiftieth Anniversary," Robert Heriot, Chief Engineer of Little Rock Div. 182. In the course of his address said:

"The young engineers of today don't realize the sacrifices and hardships endured by the old pioneers who founded the Order. The railway officials of that early date were not as liberal in the treatment of their men as those of the present, and many an old engineer sacrificed his job for his loyalty to organized labor. At the conclusion of the Civil War the pay of an engineer was from \$80 to \$100 per month, now they receive from \$175 to \$225. In addition they have good working agreements governing the conditions of employment. In the early days there was no limit to the duration of a day's work and no overtime paid. Since the organization \$27,000,000 has been paid in death claims.

"The Order has increased in membership from 40,000 in 1904 to 72,500 at the present time, and is still having a healthy growth.

"The four cardinal principles of the Order are: Sobriety, Truth, Justice and Morality, and its motto: 'Reason, not violence. Do unto others as you would have others do to you, and so fulfill the law.'

"The Brotherhood of Locomotive Engineers stands for sobriety among its members, and was a pioneer in the movement for temperance when that idea was not so popular as it is today. I can remember when the Order was first organized, or the first few years of its organization, when at times the caller would be sent after an engineer to go out on his run and be unable to find him, would come back and report the fact to the roundhouse foreman and state that he had looked in every saloon in town and was unable to find his man. Now, the engineer is expected to be found at home with his family. Drinking or any connection with the liquor traffic is a direct cause for expulsion from the Order."

Harry Williams proved to be an excellent toastmaster, and Mayor Charles E. Taylor, who was introduced as a future governor of Arkansas, made an address that was well received. Former Governor Donaghey proved himself a very entertaining speaker, and gave many laughable reminiscences of his life as governor of Arkansas.

Much credit is due Mrs. Robert Heriot for the excellent arrangement of the program which elicited many compliments. The only thing lacking to make the program a complete success, according to one of the men present, was the presence of the "patron saint" of the railroad men, who is still known to them as Miss Helen Gould, though recently married. A similar celebration will be held 50 years from now.—*Arkansas Democrat.*

A FIFTH Sunday union meeting was held in Faneuil Hall, Boston, Mass., on Sunday, Aug. 31, 1913, under the auspices of the Order of Railway Conductors, Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen and Enginemen.

Meeting was called to order by the chairman at 10:15 a. m., and addressed by the following named speakers: Bros. Albert Phillips, vice-president B. of L. F. & E.; G. H. Sines, vice-president B. of R. T.; F. S. Evans, general chairman B. of L. E., N. Y., N. H. & H. R. R.; J. H. Parent, O. R. C., inspector Massachusetts Public Service Commission; L. E. Sheppard, senior vice-president O. R. C.; J. H. Rowe, general chairman B. of R. T., N. Y., N. H. & H. R. R.

The several speakers covered the questions with which organizations have to deal in a forceful and effective manner, dwelling at length on the struggles that have been waged in recent concerted wage movements and urging upon members to devote more of their attention to those matters in order that they may better understand the situation, its needs, and the most effective methods of action by which it may be met.

System Federation under the Cedar Rapids plan was advanced as one of the most effective methods of dealing with system affairs; and the policy of concerted action in wage movements until such time as all classes of train service employees had succeeded in establishing standard rates of pay, together with the policy of arbitration in reaching such standard, was given strong indorsement by the speakers; although it was the consensus of opinion that arbitration at the best is but one of the most unsatisfactory methods of settling such questions.

The morning session adjourned at 2:10 p. m., and the afternoon meeting was called to order at 8:30 p. m. This meeting was open to members of other railroad labor organizations and to ladies. A musical program was rendered by the orchestra, and in addition to speakers addressing morning meetings addresses were made by General Chairman R. G. Stearns, Brotherhood of Railway Clerks; General Chairman C. S. Brigham, O. R. C.; and General Chairman H. M. Walker, B. of L. F. & E.; N. Y., N. H. & H. R. R. employees.

Strong appeal was made by speakers that the women take greater interest in trade union matters in order that they may better appreciate the service that organization is doing for the home in surrounding the wage-earning members of the family with that protection without which he or she will be forced to compete with the army of unemployed who, forced by necessity, will underbid in price and work for wages far below the standard maintained by strong trade unionism. The inattentiveness of members to organization matters was strongly deplored and a larger turning out to lodge meetings was urged as a corrective of that condition.

Attendance at both meetings was one of the best indications that the organizations still retain the esteem and confidence of their members.

H. M. WALKER, C. W. MERRILL,
H. E. PARKER, D. A. NEIL,
M. V. BRENNAN,
Executive Com. on Arrangements.

THE Tyler, Tex., *Daily Courier-Times* says:

That was a charming affair given at Fraternal Brotherhood Hall, at which time Bro. Joseph D. Ridgeway, member of Div. 201, was presented with a badge of honor, awarded by the Grand Division of Brotherhood of Locomotive Engineers for having been a member of that Order for over 40 years. It was given by the G. I. A. to the B. of L. E., Div. 201.

The hall was decorated in red, white and blue, and there was a large crowd present, composed of engineers and their families, firemen and their families, and several specially invited guests.

After the program had been concluded, a sumptuous repast was served in the banquet-room.

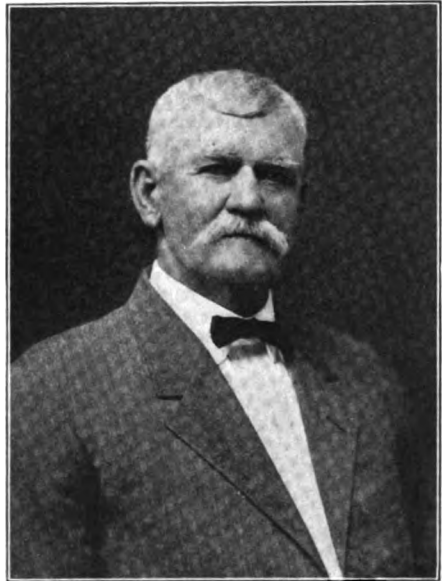
Previous to the presentation there was a program of music and reading, besides a drill by 22 children, all of which added very much to the evening's pleasures. The program was as follows:

Piano solo: Miss Catherine Linnehan.
Welcome address: Mr. Barney Cooney.
Piano solo: Miss Ruby Highby.

Reading: Mrs. D. W. Gullick.
Music: Miss Margaret Saunders.
Reading: Mrs. Jule Brown.
Music: Miss Jennie Cooney.
Vocal solo: Mrs. Jack Meyers.
Drill: By the children.

Presenting badge of honor: Judge J. W. Fitzgerald.

Bro. S. L. Lanford, S.-T. Div. 201, acted as master of ceremonies, introducing the speakers and those who served on the program. He presented Bro. Barney Cooney, one of the best known engineers on the Cotton Belt, who delivered the address of welcome. Brother Cooney spoke in a happy vein. He extended a hearty welcome to all and briefly reviewed the time when he first



BRO. JOSEPH D. RIDGEWAY, DIV. 201.

became a member of the B. of L. E., and said he had never forgotten the obligation. The speaker was loudly applauded, as were also the performers and other speakers.

Brother Lanford said that in selecting the speaker to make the presentation speech, the Division had balloted on the choice, and Judge Fitzgerald had received a unanimous vote.

Judge Fitzgerald began his short talk by saying that he felt he had been signally honored by the engineers in selecting him to perform such a pleasant task. He esteemed it a very great privilege to be present on the occasion and have a hand in honoring Joe Ridgeway, a veteran of the road, whom we all love for his good works. He referred to the fact that he had helped in

a small way in extending the Cotton Belt railway from Tyler to Chandler, hauling ties and working on the road. He was then a mere boy, but remembered that soon after the road was built Joe Ridgeway was given the run between Tyler and Waco and had held that run continuously from that time to this good day. "Our entire citizenship honors and loves Joe Ridgeway," said the speaker, "and well they may, for he is one of the faithful men in the service as well as one of our best citizens."

Judge Fitzgerald referred briefly to what the B. of L. E. stands for, giving some statistics showing that it was organized about 50 years ago, with only 12 members. Today it has a membership of about 75,000 in the United States, Canada and Mexico. The insurance department of the Order has paid out over \$28,000,000. Recently the Order, said the speaker, has established a pension department, which takes care of old members who are unable to longer perform duty as engineers. The local Division now is taking care of a member who is unable to work.

He referred to the organization of the G. I. A. some years ago, and of the splendid work being done by the Ladies' Auxiliary to the B. of L. E., and closed his talk by some personal remarks concerning Brother Ridgeway. He felt that the Grand Division honored itself by presenting the badge of honor to a man such as is Joe Ridgeway, who has been faithful to all obligations of the Order for 40 years, while Brother Ridgeway himself is honored in being held in such high esteem as to entitle him to this signal honor, and pinned the badge on the lapel of Brother Ridgeway's coat.

Brother Ridgeway attempted to make a speech, but was so overcome with emotion that it was difficult for him to say anything. He stated this was one of the happiest moments of his life. He could not find words to express what was in his heart, but he wished to say that he appreciated the honor more than he could say. "I love the badge," said he. "I have been going down the line a long time and hope to be able to go down it many more times."

His short talk being concluded, friends gathered around him and extended congratulations.

Brother Ridgeway was born in Columbia, N. J., Feb. 8, 1846; began his railroad life as a water boy for the D., L. & W. when about 14 years old. After serving as water boy for six weeks he was promoted to driving a cart for the graders. After the road was completed, worked on section for a few months, then, when about 17 years old, got a job as brakeman on the D., L. & W. After

braking for about one year, was promoted to conductor. After running train for some time he decided he had rather be on the head end running an engine, so he got a job on the same road as fireman, which he held for seven years. He also did some running as extra engineer. He then got the "Western fever," quit his job and went to work on the Union Pacific as fireman, with the promise of being promoted to running.

He has the distinction of running the first coal-burning engine on the Union Pacific, his run being from Kansas City to Junction City, a distance of 139 miles. He quit the Union Pacific in 1870 and went to the Iron Mountain, working out of St. Louis, at which place he joined the Brotherhood of Engineers in 1870; in 1879 took out an insurance policy in the Engineers for \$3,000, which he still carries up to the present time.

Brother Ridgeway has run on several roads, among them being the M., K. & T.; M. & L. R. C., and St. L. H. & T. C., and then to the Cotton Belt the first day of February, 1881. He has held one run, between Tyler and Waco (day passenger run), for 33 years. He is now 67 years old, well preserved, and does not feel like he is getting old. He is making his run every day of the week and every week of the year, the run being 130 miles long, and if no accident overtakes him he will be able to hold this run for a long time yet.

One of the prettiest affairs of the evening was the beautiful drill by eleven boys and a like number of girls. Each carried a bouquet of flowers and at the conclusion of the drill went forward and deposited them at the feet of Brother and Sister Ridgeway. It was indeed a beautiful tribute to Brother and Sister Ridgeway.

THE Canadian union meeting held in Montreal from August 5 to 9 was the largest ever held in Canada. We figure that we had about 3,000 guests. There were 1,500 Brothers and families, and all those who had the good fortune to take in the trip will look back to the many excursions with pleasant recollections, and especially to the secret meetings, where our Grand Chief gave us one of the most brotherly talks that we ever had.

The guests commenced arriving Sunday night, and by Monday there was a steady stream from the different railroad stations to the Windsor Hotel, which was our headquarters, and where some 1,500 delegates registered.

The regular program commenced Tuesday afternoon, August 5, with a trolley ride through the city and surroundings, which gave our visitors a very good idea

of Montreal and its size, although they did not go within six miles of its limits in any direction.

Tuesday evening a public reception was held in Windsor Hall, with Bro. J. Biggs, of Div. 89, as chairman, when Alderman McDonald welcomed us to the city in the absence of the mayor. He spoke of the importance of the meeting and its far-reaching effects and work, and asked his audience to compare the transportation of a century ago and that of today and imagine if civilization could do without it.

Our Grand Chief then addressed the gathering, basing his remarks on the aims of our organization. He also drew our attention to the facilities of transportation of a century ago and asked if it were not a wonderful development; was it not partly responsible for our present-day civilization, and would the country and cities have grown and flourished the way they have; and was it not because of the railway lines that Montreal was the metropolis of Canada today and the largest distributing and shipping center? He also touched upon the birth of our Brotherhood, due to the gathering together of a small bunch of men in Detroit, bound to stand up for their rights, and said that the organization has grown to the number of 73,000 members, spread all over America; and touched upon the benefits received by the members, especially the taking care of our sick and injured Brothers. He referred to the high cost of living, and concluded by thanking the city, through Alderman McDonald, for the greetings extended to us.

The Rev. Father Hefferman following, touched upon the religious side of life, and said that if all our Brothers listened to the commands of their conscience they would not go far astray.

Sister Murdock made a plea to those present that they would not alone avail themselves of the pleasures derived through the meeting, but that they would attend the business meetings and learn to fully take their parts and understand the nature and work undertaken by the ladies.

Sisters Murdock and Mains were here presented with flowers by two little girls.

The Hon. J. B. P. Casgrain thought we should take a greater interest in politics, although he knew that as a body we could not ally ourselves to any particular party; yet individually we could do a great deal by taking an interest in the leading questions of the day.

The Rev. F. C. Ireland also spoke upon the religion and duties of men toward their fellowmen.

Bro. W. B. Prenter, First Grand Engineer, gave us a few words, and Brother

Best, general chairman of the Canadian Northern, also addressed the meeting.

The musical program was a pleasant diversion, and thoroughly enjoyed by all.

Wednesday, August 6, was one of the most enjoyable as well as most instructive days of the meeting, when the Brothers all met in Stanley Hall, and the Sisters in Victoria Hall (Westmont) to hear the reports and listen to the addresses given by the different speakers. The ladies were served with lunch, 325 being present. The Brothers had so much to hear and so much to say that they had to continue the meeting to the next forenoon so that everyone could have a chance to speak, and also to give the Brothers a chance to decide where the next meeting would be held. Halifax, N. S., was then decided upon. Brother Prenter spoke very favorably of that city.

After the meeting on Wednesday we all made a rush for our "lodging place" or home to prepare for the grand ball in the evening, which was held in the 65th Armory, at which we figured there were about 2,000 present, 1,500 of whom took part in the grand march, headed by Brother Stone and Sister Murdock, Bro. C. Wight, Sister Mains, Brother Mains, Sister Crittenden, Brother Lee and Sister Wilson, after which the regular dancing commenced and continued until the small hours of the morning.

Bros. George Martin, Chas. Martin, Cecil Wight, W. Spence and George Low had charge of the floor.

Refreshments were served in the basement.

On Thursday, August 7, the secret meeting continued in the morning, closing at 12 noon.

McGill University grounds, etc., were open for inspection by the delegates. This University is one of the oldest and largest in America, and all who visited it enjoyed it thoroughly.

In the afternoon the Grand Trunk Railway very generously placed two trains of 10 coaches each at our disposal to visit the McDonald College at St. Anne's de Bellevue, which place was reached after covering the 21 miles in 30 minutes, being very good considering we had to run so slowly through the city. When we arrived at the college Prof. S. B. Harrison received us in the Assembly Hall, where he welcomed us to the grounds and colleges, that is, those who were fortunate enough to get in, as the hall could not hold half of those who were there, after which we were divided into groups, and guides were provided to show us over the grounds and buildings, which were thoroughly enjoyed by all. Looking over the grounds you could see groups of engineers and their ladies

discussing pigs, sheep, cattle, horses, fowl, agriculture, etc., which must have seemed foreign to the onlookers who would naturally expect to hear of engines, and air-brakes talked of in place of live stock. Refreshments were served on the grounds by the King's Daughters, Mrs. Harrison being their president.

After returning to Montreal many visited Dominion Park, where amusement in abundance could be found, costing the small sum of ten cents to get in, and ten dollars, more or less, to get out; while others spent the evening at the play-houses, or more quietly, as their fancy called for.

On Friday, August 9, the ocean steamship companies opened up their passenger boats for our inspection, the Cunard, Allen, White Star, Dominion and the Donaldson Lines all issuing special invitations to each individual member to visit their ships in the harbor, refreshments being served by them; and all the Brothers and Sisters were more than pleased at the reception they got and the manner in which they were treated and shown through the different vessels, every detail being perfect. Too much praise cannot be given to the different companies for their generous entertainment, which went a long way in helping to make the meeting such a success.

After leaving the ships everyone got busy for the City Fathers' trip down the St. Lawrence River, which was one of the most pleasant events of the meeting. At 2:30 p. m. the S. S. White Star and S. S. Imperial left the Victoria Pier with one of the most pleasant parties on board that ever sailed the grand old St. Lawrence River. We passed down the St. Mary's current with Montreal on one side and St. Helen's Island on the other, with its old fortifications dating back over one hundred years. Next to that we passed Hochelaga, the landing place of Maisonneuve in the year 1642 when he founded Montreal. After leaving Hochelaga behind and passing the many beautiful residences along the shore we came to Longue Pointe, upon which stands one of the oldest churches in Canada, dating back to the sixteenth century. We sailed around the Boucherville Islands and passed Boucherville, a small village named after Comte de Boucherville, who lived there during the seventeenth century, and the many fine country residences of our city people along the shore, and again got a view of Montreal and the Victoria Bridge built in 1860 and opened by the late King Edward VII, then the Prince of Wales. This bridge is about two miles long. We also passed on our way up the "Duke of Connaught" floating dry dock, one of the largest in the

world. We approached the city after a sail of three hours' pleasure and enjoyment, the weather being ideal for the trip. There was an orchestra on board each boat, so dancing was indulged in by those who wished it. We arrived in Montreal at 5:30 p. m. and all hustled for refreshments and to prepare for the trip to Quebec, the Gibraltar of the North.

We left Montreal in 24 sleepers and five day coaches which the C. P. R. very kindly provided for us, trains leaving Windsor Station at 11:45 p. m. and arriving in Quebec at 5:30 p. m. After breakfasting we took in the city generally, each party following their own inclinations. After lunch we left at 2:30 p. m. for St. Anne de Bellevue, where we visited the shrine and were conducted by one of the Fathers through the church and different places of note, where he explained the history of each and every article. This church cost over \$1,000,000 in its building and decorations, the pulpit alone costing \$60,000, being made of marble and imported from France, and harmonizing with the communion rail and altar, which cost \$100,000. This church dates back to the year 1657.

On our return journey to Quebec we stopped at Montmorency Falls. These are 274 feet high; but owing to a heavy rain storm we could not visit the Zoo Gardens on the heights above, nor were we able to go close to the falls.

On our arrival at Quebec the weather was again fine, and after satisfying our hunger we adjourned to the Frontenac Terrace, from where we had a fine view of Quebec, the St. Lawrence River and Point Levis by moonlight, and it was magnificent. Meanwhile the bands of the garrison dispensed sweet music.

We left Quebec at 10:45 p. m., arriving in Montreal at 6:20 a. m. Sunday, which ended the largest and one of the most enjoyable union meetings ever held in Canada.

That the one to be held in Halifax may be as successful and, if possible, more so, is the wish of the Brothers and Sisters of Montreal. Fraternally,

PERPETUAL MOTION.

ON Sunday, August 17, at 2:30 p. m., in Odd Fellows' Hall, on Main street, Chattanooga, Tenn., Div. 198, B. of L. E., assisted by Div. 176, G. I. A., celebrated the fiftieth anniversary of the B. of L. E.

It is not often entertainments are pulled off under the brow of Old Look-out Mountain on the banks of the Tennessee River near the foot of Mission Ridge, and within cannon shot of "Bloody Chickamauga." But when occasions of this character do occur there

is something doing in Chattanooga that can best be described in the beautiful language of the late beloved Senator Robert L. Taylor,

"There was music in the air,
There was music all around us,
There was music everywhere."

While sweet strains of music pealed forth throughout the hall, the sound of the gavel in the hand of Bro. O. T. McCullough, Chief of Div. 198, called time; while the sun peeping over the brow of Old Lookout Mountain made thermic conditions in the hall such that the palmetto and electric fans were called into action until his face was hidden behind the high peaks of the Cumberland Mountains.

The pent-up enthusiasm manifested by the large audience made up of Brothers, Sisters, daughters, sons and friends of the B. of L. E. and G. I. A. on the 50th birthday of the Brotherhood of Locomotive Engineers was brought to a climax by a piano solo rendered by Miss Doris Akers, followed by an address by Bro. Thos. P. McMahon, ex-chief of police, and a veteran of the Order. The stories and anecdotes brought forth laughter and applause. He gave a synopsis of the history of the organization from its infancy down to the present time.

The piano selections by Miss Annie Morgan, Miss McVeigh and Miss Wilmar Smith, daughters of our Brothers of Division 198, were applauded.

Little Miss Aldine Davis gave a recitation, "The Railroad Man." Her delivery was fine and won admiration from the large audience.

Bro. Dorr Benn, of Div. 426, New Orleans, was the next speaker on the program. He spoke in his characteristic way, saying it was impossible for him to fill the place of so distinguished a Brother as John H. Welch of Atlanta, Ga., whom he declared a star of the first magnitude, and the brightest in the "galaxy" of Southern engineers.

After paying this high compliment to Bro. J. H. Welch he dwelt on the early history of the B. of L. E., and its founders and closed by explaining what the B. of L. E. and G. I. A. are doing for their members.

At this point in the proceedings of the meeting Mr. Porter Pennebaker, special motorcycle police officer and son of our S.-T., Bro. Isaac Pennebaker, came rushing in with a special message reading thus:

"Chief of Div. 198, B. of L. E., Chattanooga, Tenn.:

G. I. A. commissary train just arrived at terminal station. Great crowd. Strange crew. Perishable goods. Send committee reinforced by strong guard. (Signed). WATERMELON BILL."

On receipt of this message everybody made a grand rush for the terminal station and there found one of the most remarkable and wonderfully equipped trains ever pulled into the terminal.

After elbowing through the crowd of reporters, photographers and moving picture men the engine was reached. Here we found Bro. Isaac Pennebaker at the throttle and Nick Long handling the scoop, and the following Sisters, Mrs. W. T. Carey, H. Cardon, J. C. Akers, J. C. Lobach and Daniel Gober, acting as conductor, ticket collector, brakemen, flagman and baggage-master, while Sister A. C. Jeffrey performed the duties of "news girl" on the train.

It was a sight for the "angels" to witness. A fast run had been made between Sandwich Town and Coffeeville; smokestack and cab blown off, markers on rear end of train gone. While making flag stop at Cake City hose burst and blew conductor's bonnet off. At Ice Cream Springs the newsboy sold many copies of "Votes for Women." At Vinegar Pickles, the last stop made, the collector, assisted by the brakeman, put off two hoboes and told them to beat it. On arrival at Chattanooga the two Brothers on the engine were all in, but were loud in praise for the amateur train crew. A peculiar odor emanated from the engine. Coffee had been utilized for water in the boiler, sandwiches for fuel, ice cream for packing hot boxes, pickles for torches, and paper napkins for waste.

On disembarking, the grand march down lower Market and up Main street to the hall was a pageant of splendor and brilliancy. Chief Marshal Frank P. Marquett, traveling engineer on the C. N. O. & T. P. Ry., headed the procession. The rocks from the great palisades on the brow of Lookout Mountain rolled down her sides. Cannons boomed and roared from distant Chickamauga and Mission Ridge. The waters of the Tennessee River backed up and washed away the Tennessee bridge. The animals of the Zoo roared. The guests of Signal Mt. Hotel flirted with the spooks at the Point Hotel across the valley. Orchard and Bald Knob signaled the oncoming of the B. of L. E. and G. I. A. host to victory, while Nashville, Atlanta, Birmingham and Knoxville viewed the situation with alarm.

But in the midst of all the excitement Brothers Hicks, Moore, Gober, Carey and Carden never lost their heads, but kept their eyes not on the rails but on the dining-room door. However, this was guarded by Sisters Pennebaker, Priest, Conroy and McCullough.

At last orders came from Quartermaster Carden to eat, and all did eat.

The delicacies of the season were much in evidence and everyone seemed to enjoy the delightful repast.

After refreshments Chief Engineer O. T. McCullough again called time. He stated the ladies would assume charge of affairs and introduced Sister W. T. Carey, President of Division 176, G. I. A.

On taking the chair the President, in well-chosen words, modestly asked the audience if it was their wish to witness the team work of the Division. The response, "Yes, yes," came from all parts of the hall. The floor was cleared for action and the following ladies in uniform and color of their order gave an exhibition that surpassed anything ever given in this city:

Star Marshal, Mrs. O. T. McCullough; Crescent Marshal, Mrs. Larey Priest; Pillars—Sobriety, Mrs. T. B. Snodgrass; Truth, Mrs. J. C. Jacobs; Justice, Mrs. J. V. Dowd; Morality, Mrs. D. C. Gober.

The above staff was assisted by the officers and members of Div. 176:

Past President, Mrs. Andy Moore; President, Mrs. W. T. Carey; Secretary, Mrs. H. Carden; Treasurer, Mrs. J. C. Akers; Insurance Secretary, Mrs. I. Pennebaker; Chaplain, Mrs. I. Lobach; Vice-President, Mrs. J. M. Smith; Guide, Mrs. N. C. Whitten; Sentinel, Mrs. F. H. Day; Musician, Mrs. A. C. Jeffery; Mrs. J. W. Conroy, Mrs. F. H. Hetzler, Mrs. A. A. Combs, Mrs. M. Delong, Mrs. M. Hicks, Mrs. M. L. Hartman, Mrs. D. C. Combs, Mrs. E. E. Hulsey, Mrs. D. V. Musgrove, Mrs. R. Brown.

The maneuvers were faultless, the figures formed were exceedingly difficult of formation, and the ladies received applause after applause, some going so far as to suggest the team would be a big drawing card at the Panama Exposition at San Francisco in 1915.

This was followed by a penny drill, in which all the Brothers and Sisters joined, after which several Sisters and Brothers responded to toasts.

Bros. J. A. Ray and W. J. H. Denard of Div. 207, Atlanta, Ga., were present.

Bro. J. M. Lobach, Division 239, said the occasion was the greatest ever. There were social chats between the old Brothers and Sisters, who, amid the beautiful surroundings, forgot the advancing years for a few hours and joyously lived their childhood days over again.

However, all things must come to an end—even so this occasion so skilfully planned by the committee who had it in charge. The melodious strains of "Home, Sweet Home" were the signal to break off temporary enjoyment and wend homeward, perchance to meet and enjoy many more delightful social gatherings in the future.

MEMBER DIV. 198.

SPECIAL NOTICES

SEC. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Wanted—To know the whereabouts of one John G. Selden, who was last heard from three years ago in La Crosse, Wis. Kindly address his brother, Bro. L. C. Selden, member of Div. 435, 1719 Sumter street, Columbia, S. C.

Wanted—To know the present whereabouts of one R. L. Word, formerly a member of Div. 156. When last heard from he was running out of Salt Lake City, Utah. Kindly address Bro. Theo. Cambel, 269 St. Emanuel street, Mobile, Ala.

Anyone knowing the present whereabouts of Bro. O. J. York, member of Div. 82, will confer a favor by notifying Bro. C. P. Yeomans, S.-T. Div. 82, 1114 14th street, Sioux City, Ia.

Bro. C. W. Johnson lost his traveling card, also an order for the work on Div. 632, while in Chattanooga, Tenn. If found or presented for favors kindly take up and forward to Bro. J. Q. Payne, S.-T. Div. 511, 1752 11th street, Portsmouth, O.

Will Bro. G. H. Wellborn, member of Div. 769, kindly correspond with Bro. T. S. Davis, S.-T. Div. 769, box 1032, Sanford, Fla.?

Traveling card belonging to Bro. Chas. K. Weare, Div. 494, was lost in or near C. B. & Q. roundhouse, Kansas City, Mo. If found or presented for favors kindly take up and forward to Bro. Robert B. Staley, S.-T. Div. 494, 2630 Polk street N. E., Minneapolis, Minn.

Traveling card belonging to Bro. C. F. Hill, Div. 182, was lost in Denver, Colo. If found or presented for favors kindly take up and forward to Bro. W. F. Wilson, S.-T. Div. 182, 1921 West 7th street, Little Rock, Ark.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Jackson, Mich., Aug. 20, cancer, Bro. Munson M. Church, member of Div. 2.

Waseca, Minn., Sept. 11, cerebral hemorrhage, Bro. John O. Taylor, member of Div. 9.

Indianapolis, Ind., Aug. 18, heart failure, Bro. G. H. Frank, member of Div. 11.

Syracuse, N. Y., Aug. 18, paralysis, Bro. Geo. Thompson, member of Div. 14.

Logansport, Ind., Aug. 26, Bro. Adam Reimholt, member of Div. 20.

Memphis, Tenn., Aug. 5, Bro. Thos. Carroll, member of Div. 21.

Richmond, Va., Sept. 3, Bright's disease, Bro. N. W. Thompson, member of Div. 26.

Columbus, O., Aug. 16, caught between cars, Bro. David Sanes, member of Div. 34.

Newark, O., Aug. 20, blood poison, Bro. Geo. H. Gore, member of Div. 36.

Washington, Ind., Aug. 18, Bro. Clifford B. Markel, member of Div. 39.

S. Portland, Me., Aug. 24, heart failure, Bro. C. J. Connell, member of Div. 40.

Waltham, Mass., Aug. 31, Bright's disease, Bro. H. L. Terry, member of Div. 61.

Worcester, Mass., Sept. 5, heart trouble, Bro. John Doon, member of Div. 64.

Worcester, Mass., Sept. 1, cancer, Bro. Wm. H. Young, member of Div. 64.

Philadelphia, Pa., July 27, hemorrhage, Bro. Geo. H. Buckingham, member of Div. 71.

Moberly, Mo., Aug. 13, collision, Bro. John Morrison, member of Div. 86.

Washington, D. C., Aug. 21, paralysis, Bro. W. W. Beckett, member of Div. 97.

Philadelphia, Pa., Sept. 7, cancer, Bro. Forest A. Blakesly, member of Div. 109.

Clinton, Ia., Aug. 29, heart failure, Bro. Leander Sisco, member of Div. 125.

Richmond, P. Q., Can., Aug. 27, tuberculosis, Bro. Alexander MacLeary, member of Div. 142.

New York, N. Y., Sept. 11, Bro. James Dooley, member of Div. 145.

New York, N. Y., Aug. 26, hit by bridge, Bro. Wm. J. McDonald, member of Div. 145.

McComb, Miss., Aug. 20, accidental poisoning, Bro. B. E. Harrell, member of Div. 196.

Salida, Colo., Aug. 30, infection, Bro. F. K. Martenis, member of Div. 199.

Salida, Colo., Sept. 10, derailment, Bro. J. F. Clem, member of Div. 199.

Roodhouse, Ill., Sept. 11, old age, Bro. J. W. Casey, member of Div. 220.

Rochester, Minn., July 30, cerebral hemorrhage, Bro. Maurice King, member of Div. 222.

Crews, Cheshire, Eng., Aug. 8, Bro. Wm. Manley, member of Div. 234.

Elkhart, Ind., Aug. 18, Bro. F. C. Cronkhite, member of Div. 248.

Columbia, S. C., Aug. 15, paralysis, Bro. A. B. Hammond, member of Div. 265.

Roanoke, Va., June 13, Bro. A. J. Herndon, member of Div. 301.

Hallstead, Pa., Aug. 8, cancer, Bro. Geo. Tuthill, member of Div. 305.

Victoria, B. C., Can., Aug. 23, scalded, Bro. H. E. Wake, member of Div. 320.

Vancouver, B. C., Can., Aug. 27, Bright's disease, Bro. Robert Mee, member of Div. 320.

Ludlow, Vt., Aug. 17, cerebral hemorrhage, Bro. Oscar R. Parker, member of Div. 330.

Charleston, S. C., Sept. 8, pellagra, Bro. B. A. Sharp, member of Div. 340.

Rock Hill, S. C., June 27, Bro. D. Albert, member of Div. 340.

La Grande, Ore., Aug. 22, brain fever, Bro. John W. Hampson, member of Div. 362.

Atlanta, Ga., Aug. 17, cancer, Bro. Wm. F. Robinson, member of Div. 368.

Buffalo, N. Y., Aug. 16, general debility, Bro. L. W. Dodge, member of Div. 382.

Camden, N. J., Aug. 20, heart disease, Bro. James F. Carey, member of Div. 387.

Philadelphia, Pa., Aug. 2, Bro. Richard Crean, member of Div. 387.

Kansas City, Kans., Sept. 11, kidney trouble, Bro. David T. Gossard, member of Div. 396.

Waynesburg, Pa., Aug. 15, heart failure, Bro. R. H. Cage, member of Div. 416.

Peoria, Ill., Aug. 27, chronic nephritis, Bro. Chas. E. Quinlan, member of Div. 417.

Brooklyn, N. Y., Sept. 12, cancer, Bro. James G. McGee, member of Div. 419.

Newark, N. Y., Aug. 22, heart failure, Bro. Patrick S. White, member of Div. 421.

Tusculumbia, Ala., Sept. 5, engine turned over, Bro. L. E. Dauthet, member of Div. 423.

Elmira, N. Y., Aug. 9, paralysis, Bro. Patrick Gough, member of Div. 434.

Newburg, W. Va., Aug. 15, wreck, Bro. E. L. Shofferman, member of Div. 437.

Bluefield, W. Va., Aug. 15, wreck, Bro. J. H. Peery, member of Div. 448.

Renova, Pa., Aug. 29, paralysis, Bro. B. F. Burkheimer, member of Div. 465.

Bellwood, Pa., Aug. 4, chronic gastritis, Bro. E. R. Humphreys, member of Div. 466.

Nashville, Tenn., Aug. 31, locomotor ataxia, Bro. Chas. Hogle, member of Div. 473.

Worcester, Mass., June 27, cancer, Bro. Alonzo Parker, member of Div. 483.

Chicago, Ill., Aug. 13, stomach trouble, Bro. Daniel J. Burkley, member of Div. 537.

Frankfort, Ind., Aug. 16, heart trouble, Bro. L. E. Ackerly, member of Div. 550.

De Queen, Ark., July 16, uremic poisoning, Bro. F. Rosbach, member of Div. 599.

Shreveport, La., July 12, wreck, Bro. F. Wright, member of Div. 599.

Prescott, Ariz., Aug. 19, pneumonia, Bro. C. E. Lamb, member of Div. 647.

Lima, O., Aug. 11, stomach trouble, Bro. Wm. McMillan, member of Div. 678.

Lima, O., Aug. 21, stomach trouble, Bro. Wm. Espen, member of Div. 678.

New Castle, Pa., Aug. 16, wreck, Bro. C. L. Baker, member of Div. 757.

San Angelo, Tex., Aug. 12, leg amputated, Bro. Arthur L. See, member of Div. 789.

Roodhouse, Ill., Aug. 17, blood poison, Mrs. A. S. Curry, daughter of Bro. and Mrs. J. W. Casey, Div. 220.

Peoria, Ill., Aug. 26, Mr. Jacob Stillwell, live stock inspector, formerly a member of Div. 92.

Los Angeles, Cal., Aug. 20, diabetes, Bro. R. M. Clark, Chief Engineer of Div. 186, an office he had held for some fifteen years.

Brother Clark was widely known among delegates to our conventions, he having been delegate for Div. 186 in 1881, 1885, 1886, 1887, 1890, 1896 and 1898, and a member of the Executive Committee four terms. At the St. Louis Convention in 1898 the Executive Committee was assigned the duty of looking up a site for an office building and to report their finding to the following convention at Milwaukee in 1900. Their report will be found in the minutes of that convention.

Brother Clark retired from railroad service of his own accord some twelve years ago, but continued his unvarying interests in the good of the B. of L. E., which he joined in 1878. EDITOR.

ADMITTED BY TRANSFER CARD

Into Division—

- 36—McClellan Sneff, from Div. 65.
40—F. R. Grant, from Div. 814.
H. D. Rogers, from Div. 224.
45—H. W. Rice, from Div. 668.
69—Floyd S. Greenough, from Div. 695.
100—C. L. Cale, from Div. 724.
133—Arthur S. Mills, from Div. 749.
Wm. Nye, from Div. 240.
139—G. S. Bailey, from Div. 197.
W. C. Blackwood, from Div. 599.
148—Frank R. Orr, from Div. 416.
161—James B. Monahan, from Div. 186.
186—M. H. Hammond, from Div. 623.
215—Thos. R. Monahan, from Div. 436.
216—G. C. Williams, from Div. 442.
251—John D. Thompson, from Div. 29.
283—Arthur Turnbull, from Div. 692.
300—C. G. Wilbur, from Div. 447.
301—W. B. May, from Div. 788.
309—Geo. R. Kahl, W. F. Kahl, from Div. 224.
319—Thos. Smith, from Div. 855.
320—Harry G. Whyte, from Div. 529.
W. G. Waltman, from Div. 758.
355—H. D. Gay, from Div. 319.
362—D. A. Cooper, from Div. 444.
370—C. P. Hall, from Div. 50.
396—Harry P. French, from Div. 284.
442—C. A. Sebright, from Div. 289.
443—John Hoss, from Div. 670.
520—L. H. Snyder, from Div. 282.
562—F. Sewell, from Div. 33.
609—R. H. Dennis, from Div. 539.
652—E. L. Yordy, from Div. 250.
683—Jerry Hanley, from Div. 404.
695—Joe La Fance, from Div. 470.
703—J. P. Ford, from Div. 366.
739—Henry Webber, from Div. 388.
773—J. L. Grose, from Div. 843.
808—Oliver Coney, from Div. 671.
812—H. R. Reid, from Div. 33.
817—Frank Fallon, from Div. 583.
P. J. Kelly, from Div. 716.
829—W. H. Johnson, C. F. Long, from Div. 21.
831—James Davidson, from Div. 1.
833—A. R. Ewing, Alfred Gay, W. W. Walters, from Div. 399.
836—H. M. Cessford, from Div. 669.
G. E. Tierney, John Fox, J. A. Bayne, Fred Buxton, J. P. Conley, L. S. Cunningham, Ray Hannicker, P. J. Morrissey, Geo. S. Perry, Frank McCormick, Oscar Rosendahl, T. F. Veale, H. A. Steiman, from Div. 801.
838—Geo. Bayles, F. O. Brantley, W. L. Blunt, J. C. Clemons, A. Cahill, F. A. Daniels, I. A. Day, G. E. Decker, W. G. Davis, J. V. Duggan, H. W. Enos, G. E. Earnhardt, V. B. Goodrich, R. Goethe, C. W. Goethe, C. L. Groves, C. W. Hill, R. J. Holmes, E. F. Jackson, A. Jones, C. S. Mitchell, P. H. McDonald, J. C. Rowell, W. H. Shoemaker, H. J. Stephens, G. W. Smith, O. P. Walker, J. S. Walker, B. C. Aiken, S. H. Wetmore, from Div. 823.

WITHDRAWALS

From Division—

- 21—E. T. Williams.
145—Wm. Senn.
496—H. M. Payne.

From Division—

- 556—Walter G. Hock.
674—John Urke.
810—Conrad A. Benzel.

REINSTATEMENTS

Into Division—

- 19—J. A. Vanness,
A. C. Gibbons.
27—P. J. Pyne.
60—Carl Oden.
101—H. T. Sampson.
129—Thos. McDermott.
132—Joseph P. Finney.

Into Division—

- 150—F. E. McKusick.
177—T. J. Cronin.
208—J. W. Bridge.
232—Wm. Moriarty.
238—E. M. Putnam.
252—Chas. W. Grant.
258—W. Farley.

Into Division—

- 259—Fred D. Sprague.
386—F. C. Stickney.
384—R. Allingham.
391—J. T. Huntley.
406—John J. Skelly.
411—J. H. Armstrong.
436—W. L. Love.
473—Elmo Shover.
475—J. M. Dick.
James Brown.
495—J. A. Freeman.
498—J. H. Payne.
511—C. W. Norman.
529—H. G. White.
568—J. W. Davis.

Into Division—

- 603—J. H. Snyder.
665—A. E. Elaw.
672—C. F. Allen.
695—F. B. Greenough.
703—O. E. Taylor.
706—E. B. Judge.
C. C. Morris.
713—Walter McGee.
724—F. Rine.
755—J. W. Rangeley,
H. G. Loyd,
E. B. Wallace.
756—E. C. Bean.
773—J. B. Walter.

EXPELLED

FOR NON-PAYMENT OF DUES.

- 10—F. H. Hinckley.
T. F. Clark.
T. J. Shea.
16—E. G. Ling.
J. A. Denbig.
47—A. C. Doty.
R. Pierce.
60—C. F. Ellis.
240—Geo. Welch.
329—E. K. Berry.
365—John F. Chester.
525—M. R. Conyers,
D. Cross.
598—C. Huber.
672—A. K. Rockholt.
752—Thos. F. Smith.

FOR OTHER CAUSES.

- 1—John Evans, intoxicated while on duty.
27—C. M. Skinner, intoxicated while on duty.
30—John H. Rose, forfeiting insurance.
34—P. L. Snyder, non-payment of dues and forfeiting insurance.
51—W. G. Maglin, non-payment of dues and violation of obligation.
66—Herman Schendel, non-payment of dues and forfeiting insurance.
75—Harry J. Hoffman, forfeiting insurance.
James M. Brown, non-payment of dues and forfeiting insurance.
87—Patrick McGan, non-payment of dues and forfeiting insurance.
100—Lorin Bingham, non-payment of dues and forfeiting insurance.
132—Robert C. Horn, forfeiting insurance.
139—Wm. Witter, violation of Sec. 52, Statutes.
175—W. S. Welker, non-payment of dues and forfeiting insurance.
179—Jas. F. Boner, non-payment of dues and forfeiting insurance.
190—J. B. Oakes, forfeiting insurance.
205—John A. Buggee, failing to take out insurance.
233—J. D. Harrison, W. A. Wilt, forfeiting insurance.
236—E. S. Davis, forfeiting insurance.
251—Chas. P. Christensen, A. W. Ayers, non-payment of dues and forfeiting insurance.
267—W. T. Chapman, forfeiting insurance.
317—C. D. Lunsford, intoxication.
351—W. L. Painter, non-payment of dues and forfeiting insurance.
369—H. Lamothe, non-payment of dues and failing to correspond with Division.
371—Garfield Fishburn, violation of obligation.
409—E. B. Clements, G. J. Clements, J. B. Green, non-payment of dues, forfeiting insurance and not corresponding with Division.
440—J. B. Carrigan, violation of obligation.
503—Leslie Keffer, violation of Sec. 54.
599—R. B. Wilcox, non-payment of dues and forfeiting insurance.
615—J. W. King, violation of obligation.
676—E. W. Flowers, non-payment of dues and failing to correspond with Division.
754—J. R. Northrop, non-payment of dues and not corresponding with Division.
756—Chas. R. Lingo, James S. Fraser, non-payment of dues and violation of obligation.
766—J. A. Williams, non-payment of dues and forfeiting insurance.
786—G. B. Thomas, non-payment of dues and violation of obligation.
806—Chas. A. Clark, intoxication.
Expulsion of Bro. R. T. Jones, Div. 402, which appeared in the August JOURNAL, was a mistake. Brother Jones is in good standing in Div. 402.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

The B. of L. E. Journal.

CHANGE OF ADDRESS.

Name.....Division No.....

Box or Street and No.....

Postoffice.....State.....

OLD ADDRESS.

Postoffice.....State.....

☒ Be Sure and Give Old Address and Division Number.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 971-974.

SERIES L.

OFFICE OF ASSOCIATION, ROOM 1136, B. OF L. E. BLDG.
CLEVELAND, OHIO, Oct. 1, 1913.

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 118, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
914	Geo. H. Poole.....	40	519	Feb. 3, 1900	Sept. 7, 1912	Blind.....	\$1500	Self.
915	John E. Barnes....	45	671	May 4, 1907	Mar. 16, 1913	Right foot amput'd	1500	Self.
916	Alex. Barron.....	42	278	Mar. 25, 1903	July 23, 1913	Killed.....	3000	Wife and children.
917	Maurice King.....	46	222	Mar. 4, 1906	July 30, 1913	Paralysis.....	1500	Marguerite King, w.
918	J. W. Brown.....	45	719	Mar. 23, 1894	Aug. 5, 1913	Heart failure.....	3000	Ida Brown, w.
919	Thos. Carroll.....	50	21	Mar. 27, 1900	Aug. 5, 1913	Gastritis.....	3000	Cousins.
920	Sam K. Farris.....	41	547	June 4, 1905	Aug. 6, 1913	Killed.....	4500	Wife and sons.
921	Wm. Manley.....	71	234	Nov. 17, 1884	Aug. 8, 1913	Carcinoma of lung	1500	Sarah J. Manley, n.
922	Wm. McMillan.....	50	678	June 23, 1907	Aug. 11, 1913	Cholera morbus...	1500	Mary E. McMillan, w.
923	John Morrison.....	43	86	Jan. 25, 1913	Aug. 13, 1913	Killed.....	3000	Cath'ine Morrison, w.
924	C. H. Reynolds....	49	439	June 23, 1907	Aug. 14, 1913	Cerebral hemorrh'ge	1500	Lill M. Reynolds, w.
925	Arthur L. See.....	42	789	Aug. 1, 1904	Aug. 14, 1913	Killed.....	750	Lizzie See, m.
926	P. P. Gevaart.....	51	761	Jan. 22, 1911	Aug. 15, 1913	Killed.....	1500	Jennie Gevaart, w.
927	A. B. Hammond....	52	265	Aug. 31, 1885	Aug. 15, 1913	Paralysis.....	3000	Mrs. C. Hammond, w.
928	L. E. Ackerly.....	49	550	Oct. 30, 1909	Aug. 16, 1913	Heart trouble.....	1500	Jennie H. Ackerly, w.
929	Chas. L. Baker....	36	757	Apr. 2, 1904	Aug. 16, 1913	Killed.....	1500	Maggie Baker, w.

No. of Asst.	Name.	Age.	No. of Dfr.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability	Am't of Ins.	To Whom Payable.
930	A. M. Freeman	71	158	Jan. 5, 1891	Aug. 17, 1913	Endocarditis	\$3000	Marie C. Freeman, w
931	Geo. Fisher	40	815	July 8, 1912	Aug. 17, 1913	Killed	1500	Winnifred Fisher, w
932	Cliff Markel	54	39	Feb. 27, 1896	Aug. 18, 1913	Pulmonary oedema	1500	Ella A. Markel, w.
933	F. D. James	57	517	Oct. 30, 1897	Aug. 18, 1913	Killed	3000	Martha James, w.
934	O. R. Parker	63	330	Jan. 6, 1896	Aug. 18, 1913	Cerebral hemorrhage	1500	Elizabeth Parker, w.
935	Geo. W. Thompson	79	14	Mar. 3, 1885	Aug. 18, 1913	Cerebral hemorrhage	3000	Mary J. Thompson, w
936	C. E. Lamb	36	647	Sept. 27, 1905	Aug. 19, 1913	Carcinoma of jaw	1500	Rena Lamb, w.
937	B. E. Harrell	51	196	June 9, 1893	Aug. 19, 1913	Opium poisoning	4500	Bessie B. Harrell, w. Self.
938	Jas. N. Crane	66	297	Jan. 1, 1896	Aug. 20, 1913	Right eye removed	3000	Self.
939	Geo. H. Gore	67	36	July 26, 1894	Aug. 20, 1913	Septicæmia	3000	Ella Gore, w.
940	R. M. Clark	68	186	Feb. 1, 1868	Aug. 20, 1913	Diabetes	3000	Hattie M. Clark, w.
941	Jas. F. Carey	35	387	June 9, 1907	Aug. 20, 1913	Heart disease	1500	Blanch B. Carey, w.
942	M. N. Church	51	2	July 1, 1900	Aug. 20, 1913	Cancer	750	Clara F. Church, w.
943	Wm. M. Espen	29	678	Aug. 25, 1911	Aug. 21, 1913	Rupture of bowels	3000	Faye Espen, w.
944	W. W. Beckett	53	97	Apr. 27, 1902	Aug. 21, 1913	Hemiplegia	750	Cath'ne E. Beckett, s
945	A. H. Halliday	34	657	Apr. 19, 1913	Aug. 21, 1913	Killed	1500	Minnie Halliday, w.
946	Patrick White	61	421	June 22, 1886	Aug. 22, 1913	Bright's disease	3000	Mary F. White, w.
947	J. B. Atwood	52	299	Feb. 3, 1910	Aug. 22, 1913	Cancer	1500	Laura E. Atwood, w.
948	J. W. Hampson	45	362	Dec. 15, 1901	Aug. 22, 1913	Tumor	1500	Emma Hampson, w.
949	H. E. Wake	25	320	July 1, 1913	Aug. 23, 1913	Killed	1500	Rosamond Wake, m.
950	F. M. Pierce	45	210	Oct. 18, 1908	Aug. 25, 1913	Killed	1500	Bertha L. Pierce, w.
951	Adam Reimbolt	60	20	Mar. 18, 1897	Aug. 26, 1913	Nephritis	1500	Sophr. Reimbolt, w.
952	W. J. McDonald	47	145	Dec. 25, 1892	Aug. 26, 1913	Killed	1500	Mrs. W. MacDonaid, w
953	Rufus Alexander	27	215	Jan. 13, 1912	Aug. 26, 1913	Suicide	1500	Ella Jones, s.
954	Chas. E. Quinlan	49	417	Dec. 13, 1896	Aug. 27, 1913	Bright's disease	3000	Mary Quinlan, w.
955	A. C. Jex	33	651	July 30, 1910	Aug. 27, 1913	Killed	1500	Illa Jex, n.
956	Robert Mee	59	320	Aug. 26, 1902	Aug. 27, 1913	Bright's disease	1500	Eliza Mee, w.
957	Leander Sisco	77	125	Jan. 9, 1882	Aug. 29, 1913	Heart disease	3000	Mary Sisco, w.
958	B. F. Birkhimer	49	465	Jan. 23, 1900	Aug. 29, 1913	Paralysis	4500	Maggie Birkhimer, w
959	F. K. Martenis	46	199	Jan. 17, 1888	Aug. 30, 1913	Septicæmia	3000	Leona Martenis, w
960	H. L. Terry	47	61	Feb. 20, 1892	Aug. 31, 1913	Heart trouble	1500	Gertrude M. Terry, w
961	Chas. F. Hogle	64	473	May 19, 1894	Aug. 31, 1913	Locomotor ataxia	4500	Annie C. Hogle, w.
962	Thos. Oliver	64	141	May 28, 1883	Aug. 31, 1913	Left leg amput'ed	3000	Self.
963	N. W. Thompson	55	26	Sept. 1, 1904	Sept. 2, 1913	Heart disease	1500	Mary L. Thompson, w
964	L. E. Douthit	29	423	Aug. 20, 1911	Sept. 6, 1913	Killed	1500	Addie Douthit, w.
965	B. A. Sharpe	35	340	June 13, 1908	Sept. 8, 1913	Pellagra	3000	Father, moth. bro. sis
966	C. E. Rush	58	3	July 19, 1891	Sept. 9, 1913	Bright's disease	4500	Sons.
967	J. F. Clem	57	199	Mar. 26, 1887	Sept. 10, 1913	Killed	1500	Kate Clem, w.
968	D. T. Gossard	48	396	Mar. 21, 1898	Sept. 11, 1913	Kidney disease	1500	Maggie Gossard, w.
969	James Dooley	70	145	Sept. 21, 1889	Sept. 11, 1913	Septicæmia	3000	Children.
970	O. E. Hopkins	55	292	Feb. 2, 1892	Aug. 31, 1913	Eye removed	4500	Self.
971	Allan Cameron	43	815	June 8, 1908	Sept. 11, 1913	Nephritis	1500	Marion G. Cameron, w
972	John Bell	33	711	Jan. 19, 1910	Sept. 12, 1913	Killed	1500	Mary Bell, m.
973	J. H. McGee	47	419	May 16, 1896	Sept. 12, 1913	Killed	1500	Eliza'th R. McGee, w
974	H. M. Reek	40	336	Oct. 20, 1912	Sept. 14, 1913	Pyonephrosis	3600	Ella Reek, w.

Total number of claims, 61. Total amount of claims, \$137,850.00.

Financial Statement.

CLEVELAND, O., Sept. 1, 1913.

MORTUARY FUND FOR AUGUST.

Balance on hand	\$233,489 95
Paid in settlement of claims	139,814 77
Surplus	\$ 93,675 18
Received by assessments 769.	
772 and back assessments	\$153,285 40
Received from members carried by the Association	1,554 70
Interest for August, 1913	520 76
	\$155,360 86

Balance in bank Aug. 31, 1913.....\$249,036 04

SPECIAL MORTUARY FUND.

Balance on hand	\$192,361 10
Received for August, 1913	17,595 46

Total.....\$209,956 56

Paid for bonds.....414 95

Balance in bank Aug. 31, 1913.....\$209,541 61

EXPENSE FUND FOR AUGUST.

Balance on hand	\$54,612 29
Received from fees	309 32
Received from 2 percent	3,519 08

Total.....58,440 69

Expenses during month of August, 1913. 2,934 63

Balance in bank Aug. 31, 1913.....\$55,506 06

Statement of Membership.

FOR AUGUST, 1913.

Classified representatives:				
	\$750	\$1,500	\$2,250	\$3,000
Total membership July 31, 1913	1,850	42,615	142	19,116
Applications and reinstatements received during the m'th	222		90	27
Totals	1,850	42,837	142	19,206
From which deduct policies terminated by death, accident, or otherwise	7	133	1	45
Total membership Aug. 31, 1913	1,843	42,704	141	19,161
Grand total			10	4,059
				67,918

WEEKLY INDEMNITY CLAIMS PAID SEPTEMBER 1, 1913.

Cl'im	Div.	Name	Amount Paid	Cl'im	Div.	Name	Amount Paid
730	383	Jerry LaDuke.....	\$20 00	798	262	A. Butzerlin	\$22 86
731	593	W. F. McKnight.....	37 14	799	713	T. I. Lamplugh.....	180 00
732	762	Henry Tackey.....	20 00	800	538	C. L. Stutzman.....	94 29
733	758	Neil Ryan.....	20 00	801	218	J. H. Wagner.....	54 29
734	242	F. J. Eims.....	42 86	802	297	S. Kelly.....	19 29
735	354	G. H. Kiel.....	45 00	803	42	L. J. Gamache.....	45 71
736	203	Halsey Wasson.....	62 86	804	278	R. F. Bennett.....	171 43
737	177	J. W. McKee.....	40 00	805	10	G. H. Orth.....	17 14
738	515	A. M. Danielson.....	25 71	806	833	R. E. Allen.....	74 29
739	462	Mike Phillips.....	48 57	807	203	Leonard Hulbert.....	36 43
740	551	B. M. Webster.....	8 57	808	569	J. W. Worrell.....	31 43
741	8	F. A. Thebold.....	40 00	809	8	C. T. Smith.....	25 71
742	39	Wm. Sullivan.....	38 57	810	39	Geo. E. Russell.....	30 00
743	646	H. B. Lindler.....	54 29	811	262	Wm. B. Adderholt.....	36 43
744	501	Murray Headley.....	40 00	812	484	G. F. Bailey.....	30 00
745	542	J. W. McKean.....	37 14	813	484	J. W. Coyne.....	15 00
746	489	Timothy Maney.....	80 00	814	670	Wm. E. Woods.....	25 71
747	606	F. G. Schimmel.....	74 29	815	523	John Shuckrow.....	34 29
748	595	W. H. Adams.....	10 71	816	471	O. L. Taylor.....	10 71
749	336	Daniel King.....	31 43	817	599	Robt. L. Morgan.....	36 43
*750	86	Frank Rashaw, Adv.	100 00	818	130	F. B. Watkins.....	80 00
751	784	Chas. F. Hagerty.....	11 43	819	576	Wm. Young.....	62 86
752	232	F. S. Bull.....	137 14	820	444	Wm. C. Boyle.....	142 86
753	372	P. L. Tenpenny.....	51 43	821	524	W. J. Lankford.....	23 57
*754	786	S. J. Hays, Adv.....	190 00	822	423	Robt. M. Fairless.....	140 00
*755	83	I. hos. E. Spencer, Adv	85 00	823	423	John W. Curry.....	22 86
756	449	H. C. Tarver.....	140 00	824	371	Fred O. McQuiddy.....	51 43
757	743	J. S. Raikie.....	88 57	825	427	B. P. Gillman.....	37 14
758	107	Wm. A. Murphy.....	31 43	826	435	A. R. Vaughn.....	45 00
759	237	H. E. Churchill.....	22 86	827	755	J. H. Ing.....	20 00
760	695	T. W. O'Brien.....	28 57	828	86	T. A. Butterly.....	40 00
761	200	Wallace Shipton.....	88 57	829	606	Chas. W. Huber.....	21 43
762	391	A. D. Bowman.....	17 14	830	559	P. Corrigan.....	31 43
763	124	Wm. Lamb.....	30 00	831	531	A. B. Walter.....	185 71
764	132	Wm. W. Metler.....	88 57	832	495	J. C. Wood.....	11 43
765	48	E. I. Pool.....	28 57	833	93	J. D. Randolph.....	60 00
766	662	A. C. Long.....	40 00	834	539	Arthur Lambert.....	22 86
767	368	Andrew A. Walker.....	38 57	835	196	R. M. Benjamin.....	54 29
768	766	Frank Malone.....	32 14	836	401	T. C. Vest.....	19 29
769	123	Thos. Franey.....	85 71	837	798	Frank H. George.....	60 00
770	290	Alex. T. Stewart.....	51 43	838	27	George T. Mudder.....	51 43
771	391	N. L. Cooper.....	31 43	839	134	James W. Christal.....	51 43
772	514	H. T. Rout.....	48 57	840	134	Robt. P. Kelly.....	22 86
773	678	E. Flannigan.....	54 29	841	155	Elmer E. Fair.....	188 57
774	325	Michael E. Lally.....	60 00	842	230	J. C. Jones.....	34 29
775	500	C. J. Hall.....	25 71	843	275	C. A. Hilbun.....	60 00
776	448	A. M. Horn.....	21 43	844	297	Carl W. Fogle.....	19 29
777	448	L. Dietrick.....	22 86	845	471	Louis Steinsick.....	66 43
778	363	Lester Silvers.....	77 14	846	542	John Manning.....	40 00
779	238	E. J. Brown.....	45 71	847	703	J. M. Kiser.....	45 71
780	27	Edward Mathews.....	20 00	848	743	H. H. Hairfield.....	30 00
781	758	Adye Johnson.....	22 86	849	815	Fred C. Decker.....	49 29
782	495	Carter Jones.....	22 86	850	618	Wm. Kerwin.....	22 86
783	12	Chas. McDonald.....	10 71	851	48	Paul Smith.....	131 43
784	307	Wm. Simpson.....	31 29	852	117	George M. Buck.....	79 29
785	372	Wm. D. Goltz.....	30 00	853	8	J. F. Bushman.....	54 29
786	8	N. A. Turner.....	22 86	854	606	C. C. Rader.....	25 71
787	7	C. L. Somerville.....	37 14	855	638	H. M. Stierwalt.....	40 00
788	37	B. Johnson.....	90 00	856	761	Perry Zimmerman.....	42 86
789	471	Willard M. Simpson.....	40 00	857	432	A. E. Cheatham.....	60 00
790	384	F. J. Kuhn.....	12 86	858	72	Ernest Fichtelman.....	14 29
791	197	R. E. Nave.....	65 71	859	336	J. E. Murdock, Bal.....	140 71
792	156	C. T. Hardman.....	25 71	*436	288	D. Washburn, Adv.....	40 00
793	444	Jas. F. Benson.....	82 86	*543	605	George Godden, Bal.....	548 57
794	141	J. D. Rippey.....	36 43	*431	569	L. Scarborough, Adv.....	250 00
795	489	E. P. Maurer.....	42 86	*583	86	C. H. Daniels, Adv.....	200 00
796	496	Mike Donovan.....	42 86	727	230	J. E. Looney, Bal.....	214 29
797	3	Thos. Sankey.....	68 57				

\$7907 19 \$7907 19

Total number of Weekly Indemnity Claims, 129.

*Number of Advance Payments on Claims, 6.

INDEMNITY DEATH CLAIMS PAID SEPTEMBER 1, 1913.

Claim	Div.	Name	Amt. Paid
122	177	J. F. Demar.....	\$2000 00
123	86	John Morrison.....	2000 00
124	517	F. D. James.....	1000 00
			\$5000 00

Total number of Indemnity Death Claims, 3.

Weekly Indemnity Claims paid from Dec. 1, 1906, to Aug. 1, 1913.....\$477,566 18

Indemnity Death Claims paid from April 1, 1907, to Aug. 1, 1913.....215,208 57

692,774 75

\$705,681 94

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y & Treas.

El Paso

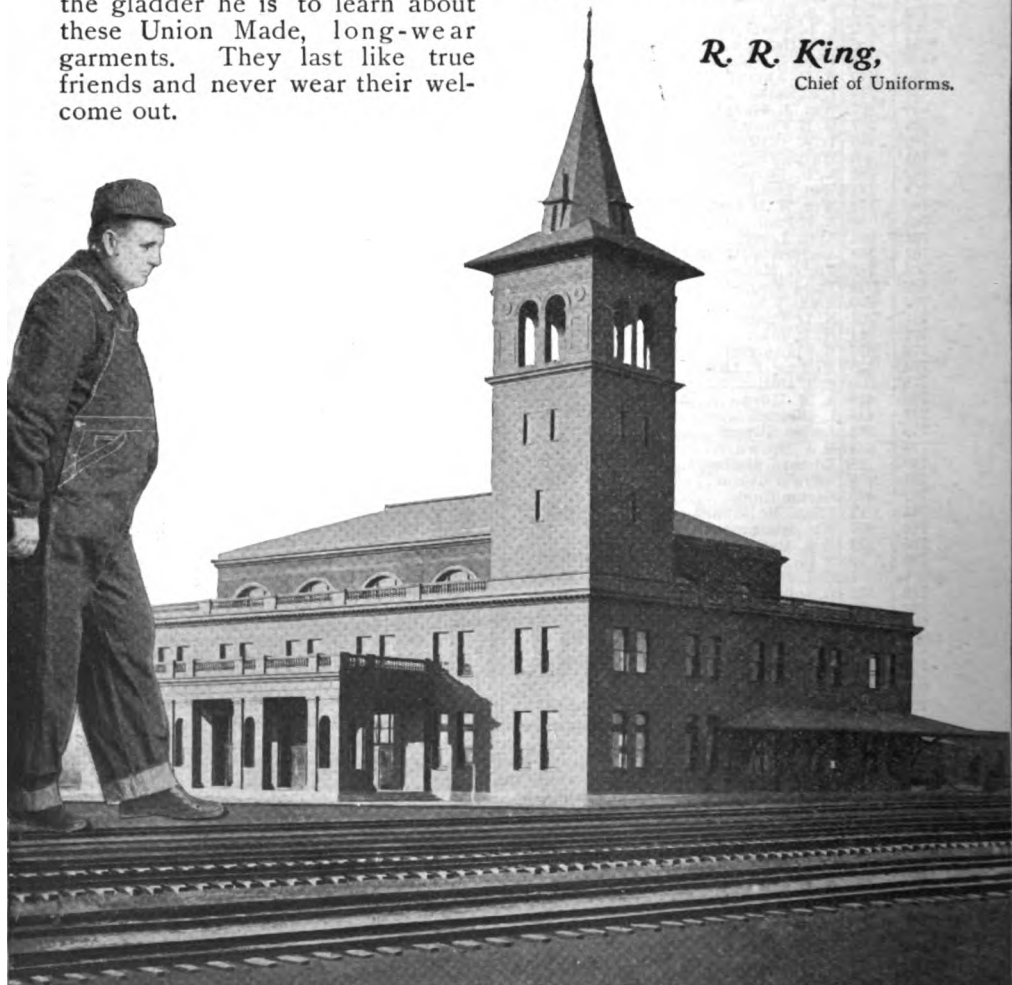
Right down on the border where there's the breath of war in every breeze! Talk about a bombshell exploding, why, there's liable to be a noise here soon that will echo 'round the world and change the map of North America! But I'm no "war expert," although I am an "expert" when it comes to Overalls and Jackets. That's why I say you should get acquainted with

RAILROAD KING

Overalls and Jackets

At every big terminal in the country you see them proudly worn by engineers, firemen and oilers. The longer a man has been railroading, the gladder he is to learn about these Union Made, long-wear garments. They last like true friends and never wear their welcome out.

R. R. King,
Chief of Uniforms.



LOCOMOTIVE ENGINEERS JOURNAL

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"My Husband I Greet You."

BY F. A. MITCHEL.

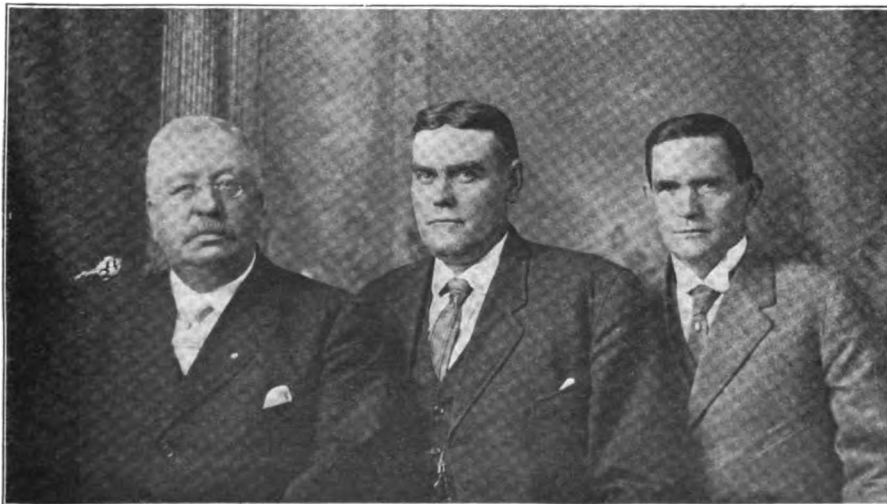
Mrs. Stanford sends greeting to Walter Washburn and would be pleased to have the honor of his company for dinner at 1 o'clock on Thursday, November the 28th, in the year of our Lord 173—.

Mrs. Stanford was a widow 38 years old and of very pleasing appearance. There was but here and there a single gray hair in her head, her complexion was florid, her eye was a soft brown, and altogether she was goodly to look upon by a man who had passed twoscore years and five.

Walter Washburn had offered himself to Mrs. Stanford, but that lady, though

she admired him for his stalwart form and his prowess—for he had distinguished himself in the Indian wars in the colony—was not minded to take for a partner one who was not possessed of worldly goods. So she declined Mr. Washburn's offer, with many thanks, for the honor he would have conferred upon her.

Now, the widow had a daughter, Faithful, half her age and the reproduction of her mother as that mother had been at her age—that is to say, the younger woman was like a peach with the first rosy hue painted on it by the sun, while the older one was that same peach when its colors had become mellow. Mr.



A TRIO VISITING CANADIAN DIVISIONS.

W. B. Prenter, F. G. E. R. H. Cobb, Gen. Chr. C. P. Ry. W. E. Futch, Pres. B. of L. E. Ins. Dept.

Washburn having been turned away by the woman he loved naturally sought comfort with the daughter who so nearly resembled her, and, being lonely, living by himself in his oaken domicile, smoking his pipe, solitary, before the logs burning in his great open fireplace, he mused thus:

"If I cannot have the mother to keep me company, why should I not have the daughter, providing that mother will give her to me? True, I wish the older woman, who is nearer my age and with whom I can consult as to my affairs, but Faithful is stronger and can better do that work about a house which is expected of a woman. Besides, the mother and I will be aged at the same time and like the blind leading the blind, whereas Faithful when I am an old man will be in her prime and the better able to take care of me yet she will be old enough to have lost a desire for admiration, and I shall not have to fear the gallantry of young men."

Thus did the lonely bachelor attempt to persuade himself that it would be better after all that he should marry the daughter instead of the mother. Nevertheless there were many reasons on the other side, and down in the bottom of his heart he wanted Mrs. Stanford herself.

However, having formed a resolution, the next day he went to the house where the two women lived and, calling for the mother, asked for the hand of her daughter. He was naturally shamefaced in making his request, since not long before he had assured the lady of whom he made it that his happiness depended solely on her. He expected to be taken to task for his change of heart, but the widow simply replied that her daughter had reason to be proud of having won the esteem of so prominent a defender of the colony and she, the mother, would be happy to bestow Faithful upon him if he could show that he had the property to be expected of the man she should marry. Since Mr. Washburn could show nothing more than he had shown on his previous application he arose with a deep sigh and left the house.

Walter Washburn, who was as simple minded as he was brave, poured his

trouble into the ears of Mrs. Hurlbut, a married woman, who had shown great friendship for him. Mrs. Stanford was acting selfishly in refusing her daughter to a good man whom she did not wish for herself.

"I would advise you, friend Walter," said his confidant, "to carry off the young woman you wish to wife."

"How could I do that?" asked Washburn.

"You are not fitted to form a plan in such a proceeding. You must have some friend to lay one for you and to assist you in carrying it out. Leave the matter to me. Come to see me again in a few days, and I may have something to say to you."

The next day Mr. Washburn received the invitation to eat a Thanksgiving dinner with the widow and her daughter. The friendly act smote his conscience that he had even thought of robbing the widow of her daughter, and he went at once to Mrs. Hurlbut to say to her that she need form no such plan as she had proposed on his behalf, for he would have nothing to do with so nefarious a matter.

But Mrs. Hurlbut soothed him and reminded him that lovers had from time immemorial eloped and had always held the sympathy of mankind. Washburn said that his own case was different from those, for he was not a young lover and had never spoken a word of love to Faithful Stanford. He had followed the custom of the times by asking her hand from her parent. However, Mrs. Hurlbut, who was a persuasive talker, finally won him over, then said that she had formed a plan as follows:

On the evening before Thanksgiving Day would take place the usual Wednesday evening prayer meeting, at which all the colonists would be present, including the Stanfords, mother and daughter. Mrs. Hurlbut would go to the meeting and Walter Washburn would do the same. The road over which the Stanfords must go to their home was a lonely one. Mrs. Hurlbut and Walter would follow them, and when out of sight of hearing of others Mrs. Hurlbut would throw a bedquilt over the mother and a sheet over the daughter, using dif-

ferent coverings that the two might be known apart. Walter was to seize the figure under the sheet and carry her away to the minister to be married. Mrs. Hurlbut would hold the mother under the quilt till there should be no time for her to interfere. It was to be hoped that the next day being Thanksgiving, a day devoted to religious exercises and thankfulness, the mother would forgive Walter for the kidnaping of her daughter.

Mr. Washburn had misgivings as to this scheme, both fearing that the ab-

house with her. When the meeting was over and the Stanfords went out and toward their home Mrs. Hurlbut and Walter followed them, the former carrying the quilt and the sheet, and when they came to a dark part of the road she stole up behind them and proceeded to cover them.

The sheet, being white, was easily distinguished, and Walter took the woman it contained in his strong arms and carried her off. Beyond a slight scream she made no outcry, and her



SANITARY DRINKING FOUNTAIN, ST. THOMAS, ONT., PRESENTED BY THE B. OF L. E. AND G. I. A. DIVISIONS. See article in September JOURNAL, page 794. Those in the picture are G. Johnston, Div. 132; W. H. Sanderson, Div. 529; Chas. Knight, Div. 529; Mrs. Donald Miller, Sec. Com., Div. 362; Jas. Cain, Div. 132; Mrs. David Meadows, Pres. Div. 362; H. Buckpitt, Div. 661, and Chas. Wilson, Div. 661.

ducted girl would not marry him even if it otherwise succeeded, and if she did that her mother would never forgive him. Moreover, there was a law in the colony that any man courting a young girl without her parents' consent could be sued before a magistrate for damages.

But when a persuasive woman is determined to have her way with a man, especially one so easily led as Walter Washburn, there is no standing against her. Mrs. Hurlbut carried her point and on the evening of the prayer meeting took her friend Walter to the meeting

resistance soon ceased. Walter as he strode along told her who he was, what was intended and asked her consent to a marriage forthwith. After a few minutes she spoke a faint "Yes," but before entering the minister's house said that she would rather not be known and preferred to keep on her covering.

But even this was unnecessary, for the minister, who had gone to bed, came down in the dark, and when he strove to strike a light the punk, which was damp, would not ignite, and Walter, who was fast losing his equanimity,

begged him to proceed with the ceremony in the dark. So he did, and the two were made man and wife.

After the ceremony Walter supposed that his wife would go to his home with him. But she declined, saying that at the Thanksgiving dinner the next day she would confess all to her mother, since that would be a time when she was most likely to be forgiven. Walter could not but see the wisdom of such a course and parted not unwillingly with his newly made wife.

The next day all met at the service in the meeting house. Mrs. Stanford gave Walter a friendly greeting, and her daughter looked upon him as unconcernedly as if she had not so recently become his bride. He walked home with them, and soon after their arrival the dinner table was loaded with a haunch of venison at one end, a wild turkey at the other, the interval being filled with other delectable viands. Walter was placed at the head, while Mrs. Stanford sat at the other end facing him. When the meats had been eaten she said to her vis-a-vis:

"Friend Washburn, when next you propose an abduction be more sure of the friend who leads you into it. Mrs. Hurlbut informed me of the plot to carry off my daughter, and, feeling that if she or I must be your wife, I, as first asked, should be the bride, I asked that I and not Faithful be covered by the sheet. It was I who went with you to the minister."

Then, raising a glass of wine that stood before her, she added:

"My husband, I greet you!"

Walter sat gazing at the speaker for some time, while the truth was slowly permeating his dull brain. Then, arising from his chair, he went to where she sat and, enfolding her in his arms, imprinted a kiss upon her lips. From his wife he passed to Faithful and, also giving her a kiss, said:

"My daughter, I forgive you."

Then returning to his seat he bowed his head and reverently gave thanks for the happy outcome of a plan that had never met with his approval, but which had turned out as he wished.

The Blessings of Uncle Silas.

Thanksgiving Day is here once more.
Let's see what I am thankful for:
To tell the truth, it's been a year
That ain't been over full o' cheer
For me and mine. Affairs ain't went
To any blusterin' extent
As I'd 'a' had 'em, but, 'y Guy,
The pantry's full o' punkin pie!

My candidate on 'lection day
Got folded up and put away
In camphor like a piece o' wool:
He ran some, but he couldn't pull.
They give his apple-cart a spill,
And hollered at him, "Good-by, Bill!"
I felt so bad it made me cry—
Till I filled up on punkin pie.

Last spring I thought I'd speckillate,
And bought some "Tomcat Syndicate,"
Best minin' stock you ever see—
Ten tons o' gold in every three
Of dirt they took out—so they said.
I put in almost all I had,
And then—O well, it went sky-high,
And I come back to punkin pie.

My rheumatiz ain't done so well.
Been troublesome for quite a spell,
Along my back and shoulder-blades.
Been raisin' reg'lar merry hades.
As them there college fellers say
When speakin' in a refined way;
But I ain't kickin' 'bout it. Why?
The pantry's full o' punkin pie.

The forest fires burnt up my trees,
Bill Tompkins' mule eat up my peas.
The old mare—had her thutty years—
Got scairt of them derved trolley keers,
And runned away, smashed Peavey's fence,
And cost me forty-seven cents—
But I'm a-heavin' nary a sigh—
I saved my throat for punkin pie!

O Punkin Pie! That's my idee
Of what true Heaven's goin' to be—
Three times a day, and maybe four,
And in beewentimes several more.
I sometime think the blazin' sun
High up there in the sky is one—
So come what may, I'm thankful I
Have got my share of punkin pie!

J. K. B.—*Harper's Weekly*, Nov. 1908.

Some Thoughts for Thanksgiving Day.

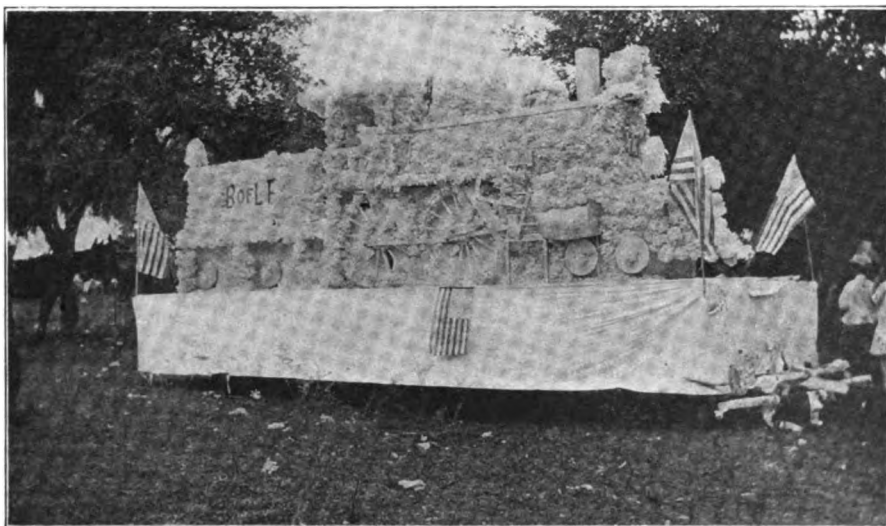
Not long ago a little girl was asked by another little girl what she usually did on Thanksgiving Day. "I eat all I can hold of good things," was her quick reply. "That's a pity," remarked her questioner, "for it doubtless makes you ill, and does nobody good. Now, I enjoy a good dinner, too, but I eat in moderation. And I carry a basket of

nice things to some poor sick person who otherwise might not get any Thanksgiving dinner."

If every child who has a good home and plenty to eat on Thanksgiving Day would remember the words of that thoughtful and kind-hearted little girl quoted above there would be cause for much rejoicing and thankfulness on the day that we all look forward to with so much anticipation. But it is a fact, sad to relate, that too many persons—not merely children, but grown-ups as well—

pair of slippers. Any little deed of kindness to the unfortunate will enrich your own pleasures for the day and make you feel more deserving of the plenty that has fallen to your lot.

"Remember the poor, the unhappy, the sick," is a good motto for every child to pin over his dresser mirror a few days before Thanksgiving. And when the day arrives he'll find such joy in the knowledge that he is making some one soul the happier by his kindness. Just try it, boys and girls.—*Exchange*.



LABOR DAY FLOAT, YOAKUM, TEX.

When all the labor organizations took part and had floats, but members of the B. of L. E. were not only in the parade line but the float shown in the above took first prize, consisting of a loving cup, which is highly appreciated by the members of Div. 427. —Courtesy Bro. H. G. Lane, Div. 427.

think of Thanksgiving merely as a day of feasting—I might say of gorging. Parents make the mistake of not reminding their children of the needy poor whose tables are without the good things to eat on that day of all days when plenty is supposed to be in every home. If the children of every well-to-do family would take it upon themselves to ask their mother for a basket of well-prepared and wholesome food to carry to some poor family—where otherwise there might be no Thanksgiving cheer—the day would indeed be one deserving of the name given it. And on the same day they might carry to some poor sick person a bouquet of flowers and a nice warm garment or a

Thanksgiving.

BY PHEBE CARY.

O men, grown sick with toil and care,
Leave for a while the crowded mart;
O women, sinking with despair,
Weary of limb and faint of heart,
Forget your years today and come
As children back to childhood's home.

Go sit beside the hearth again,
Whose circle once was glad and gay;
And if, from out the precious chain,
Some shining links have dropped away,
Then guard with tender heart and hand
The remnant of thy household band.

Draw near the board with plenty spread,
And if, in the accustomed place,
You see the father's reverent head,
Or mother's patient, loving face,
Whate'er your life may have of ill,
Thank God that these are left you still.

And though where home has been you stand
 Today in alien loneliness;
 Though you may clasp no brother's hand,
 And claim no sister's tender kiss;
 Though with no friend nor lover nigh,
 The past is all your company.

Thank God for friends your life has known,
 For every dear, departed day;
 The blessed past is safe alone—
 God gives, but does not take away;
 He only safely keeps above
 For us the treasures that we love.

Lines to Sir Pumpkin.

BY SYDNEY PORTER.

Golden brown friend of my youth,
 thrice welcome! From between the
 rustling corn rows at last you have come
 in your field uniform of khaki, lieutenant
 general of the autumn and one of the
 grand old heroes of Thanksgiving Day.

Waiter, remove the insipid concoctions
 of culinary art—the goose liver pie, the
 canvasback duck, the truffles and cham-
 pagne. Place Sir Pumpkin upon a golden
 platter and withdraw. I would commune
 with my friend from the country. Let
 the orchestra play softly. I would hear
 the cawing of the crow, the pipe of bob-
 white from the stubble, the rasp of the
 fodder as the hired man thrusts upon the
 shock each salient stalk of corn. Play
 me no strains from Liszt or Beethoven.
 My old friend here has set a melody
 going in my heart—a pastoral symphony
 that shall not be marred.

Place your stem in my hand, old brown-
 faced comrade, and shake! I wonder
 why the world has seen proper to assign
 you a comedy part on the bill of fare.
 Why should we smile at the mention of
 your name? What a singular thing is
 that gamut of the fruits and vegetables,
 running from farce to tragedy! Why do
 we look arrogant at mushrooms, dignified
 at asparagus, serious at grapes, calm at
 potatoes, smiling at pumpkins, jolly at
 spinach and break into roars of laughter
 at turnips?

Women, Friend Pumpkin, should cher-
 ish a kindly feeling toward you on ac-
 count of that very generous act of yours
 in the affair of Cinderella. Men should
 revere and uphold you always when they
 remember what a welcome asylum and
 relief you afforded Mr. Peter Pumpkin-

eater on the occasion of his little marital
 infelicities with Mrs. P. And yet, thank-
 less, they have relegated you to the list
 of absurd and ignoble vegetables. In-
 grates!

Never mind, Pumpkin, old fellow; my
 heart is still yours. Stay close by me
 here, all out of place as you seem among
 the dainty napery and the shining silver,
 and let us recall the old days on the farm
 when—

What is that, waiter? Sauterne? No,
 by the gods, cider! And bring it quickly!
 I am dining with my friend from the
 country.—*Jefferson County Union.*

"Come From Nothing."

BY CLARISSA MACKIE.

All the members of the Ladies' Aid
 Society leaned forward to watch the
 approach of Mrs. Merriam, their newest
 member.

"Terrible thin, ain't she?" asked Ma-
 rilla Kent. "I don't know why she al-
 ways wears blue. It makes folks look
 old."

"I guess she wears it because it's be-
 coming to her," remarked Mrs. Long,
 resuming her seat in the most com-
 fortable rocking chair the room afforded.
 "Some folks only look good in one color.
 Now, I can wear anything."

An amused smile went the round of
 the circle. It was quite true that Mrs.
 Long could wear anything. It mattered
 little what color she chose. All were
 equally unbecoming to her sallow, dry
 skin.

"She's got lots of color," giggled Bar-
 bara Twitchell. "Myrtle said she
 guessed Mrs. Merriam was an artist as
 well as her husband."

"I'm going to ask her what she uses
 on her face," said Marilla daringly.
 "Just you wait awhile. She won't get
 mad. She ain't bright enough to un-
 derstand when you ask her sarcastic
 things. I know, because I've put lots
 of questions to her, and she answers
 just as simple as can be."

The door opened to admit Mrs. Mer-
 riam, followed by Mrs. Quackenbush, at
 whose house the meeting had gathered.
 There was a cordial greeting for the

newcomer from each one of the members, and no one would have suspected from their manner that Mrs. Merriam was not a favorite among them.

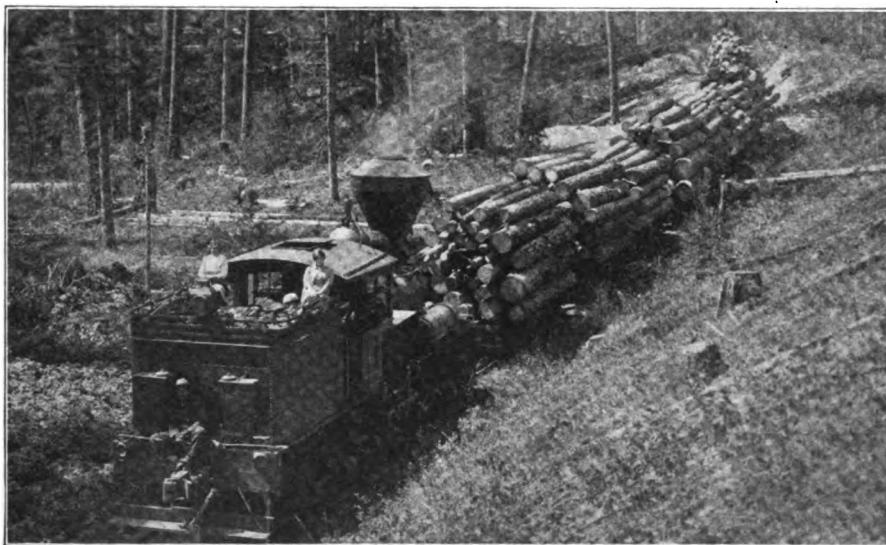
"Have you anything for me to do, Mrs. Quackenbush?" she asked as she slipped a little gold thimble on her finger. "What are you making today?"

"Something dreadful common and plain," sniffed Mrs. Quackenbush dryly. "We're making some sweeping caps to put in that barrel that's going to Japan. There's five ladies in the mission there, and I guess they get most everything

there ain't one come back again. We ought to know more about it than some folks."

There was a little breathless silence as Mrs. Merriam returned Mrs. Quackenbush's glance with one of calm composure. It was on her tongue's end to say that her husband had been in Japan many times and that she was well acquainted with the country and its customs from his graphic descriptions. But she closed her lips firmly and merely said:

"I was just thinking of some of the



LOGGING TRAIN, LIBBY, MONT.

With 36-ton Shay locomotive, with 19 loads of logs, 75,000 feet of lumber, going down a 6 per cent grade.—Courtesy Bro. Geo. Welgle, Div. 262.

except plain, sensible kitchen clothes. And there's five big aprons going in, too, but I've give them out already. Here's caliker for a cap."

Mrs. Merriam took the cap and threaded the needle. She spoke rather diffidently as she looked from face to face. "Don't you think it's rather useless to send that sort of thing out to Japan? You know labor is so cheap there that native servants are hired to do everything. I don't suppose the missionaries ever do any housework."

"Well!" Mrs. Quackenbush glared over her steel bowed spectacles. "I guess, Mrs. Merriam, we've been sending barrels to Japan for ten years and

needy in our own town, Mrs. Quackenbush."

"All the needy folks in New Freedom are so because they're too lazy to work," retorted the president warmly.

Mrs. Merriam said nothing more about the caps and aprons. She sewed steadily, talking in her pleasant way with one and another of the women who sat near. As the time approached for the passing of refreshments there was a glow of cordiality that spread among the members until Mrs. Merriam found herself the center of an admiring group, which had begged for the pattern of her gown, asked to copy her pretty hat and inquired where she bought her shoes.

"I bought all of them in New Freedom," she said laughingly.

"The ideal! I have never seen shoes like those at Rockford's," asserted Barbara Twitchell.

"They have them. You can get pretty things anywhere if you pick out that kind," said Mrs. Merriam gently.

Encouraged by the information they had received from the newcomer, Marilla Kent whispered to her mother:

"You ask her what kind of cosmetic she uses, ma! Coming from an old lady like you it won't sound so's she can be mad about it."

Mrs. Kent bridled. She had buried two husbands and would probably lead another to the altar before her sharp-tongued daughter found a mate. "I ain't so old, Marilla Kent, that I need be called an old lady by you!" she hissed sharply. "But I'll ask her, because I want to know myself."

Just then Mrs. Kent insinuated her rusty, black cashmere form in a seat close to the lady under discussion. "We was admiring you to pieces in church last Sunday," she twittered. "I says to Marilla, 'Mrs. Merriam has the beautifullest color of anybody I know, and I'm going to ask her what kind of cosmetic she uses on her face.'" She smiled ingratiatingly at her victim.

The warm rush of color that flooded Mrs. Merriam's clear skin was the answer to the question, but she only smiled sweetly and said:

"I do use a cosmetic, ladies, and I am flattered that you ask me for the recipe. It is so cheap I am afraid that you will not believe me."

"I expect your husband being an artist makes it easy for you to get the materials," interrupted Mrs. Kent eagerly, while old Mrs. Twitchell clutched her daughter by the shoulder, saying:

"Barbara, don't you dast to get no painting recipes. Your pa'll pitch 'em all outdoors!"

"Wait till you hear what it is, ma," retorted Barbara, who had noted the peculiar little smile that curved Mrs. Merriam's lips. "Well, what is it you use, Mrs. Merriam?"

"Soap and water and plenty of both,"

said Mrs. Merriam quietly. "That is all, except for a little simple cold cream, which I buy at Mr. Quackenbush's drug store, and he assures me of its absolute purity."

The stunning silence in which this remark was received indicated that it had gone home. There was scarcely a woman in the room who did not bear some relationship to the Quackenbushes, either through blood connection or by marriage. Mrs. Quackenbush was the first to recover her self possession, and she did it gallantly, for her own complexion was hopelessly mottled and muddy.

"If it's James' cold cream you're talking about I don't wonder you've got such a fine complexion, Mrs. Merriam," she said graciously. "I ain't ever used any of it, though I've promised my husband I would try it. I'm an awful busy woman, though."

Mrs. Merriam placed her cup and saucer on the table and arose to go. "I have finished two caps, Mrs. Quackenbush, and as I am expecting guests on the evening train I must go." With a farewell nod that included all the members of the Ladies' Aid Society Mrs. Merriam left the room. There floated after her a single sentence: "Come from nothing! Humph!"

When she entered her own home she closed the door and locked it. Her husband came in from the yard, where he had been feeding the chickens.

"Well, dearest," he began, but stopped at sight of tears in her eyes. "What's the matter?" he concluded.

"They are all so horrible, Jim!" she sobbed. "What is the matter with them? They pretend to like me, they call upon me, cross-question me about everything, copy my clothes, try to kiss me when we meet and part, call me 'dear,' and yet they say the most unkind things about me. I know they do!" She threw aside her hat and tossed her work bag beside it. "The only way to get along with them is to keep away from them."

Jim Merriam smiled sympathetically. "I wish the women were as easy to get along with as I find the men," he said.

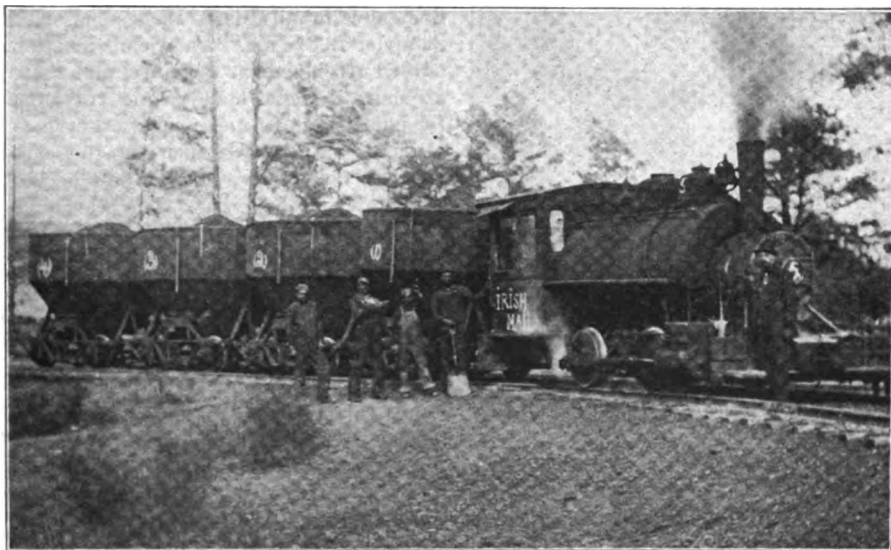
"It will always be the same until women find broader interests. I really believe these New Freedom women like you, Nell. Perhaps they are jealous of your youth and your good looks. But you must recollect that many of them have never been far from their home village; that a newcomer is a matter of curiosity to them; that your ways of dressing, of entertaining, are all new to them."

"Even if I grant all these things, Jim, why should they be so spiteful about it? I have heard that they sniff

win every woman over to be your friend."

Nell Merriam wiped her eyes and looked at her big husband with a brightening face. "I've the greatest mind in the world to try, Jim. They are worth it. I think I'll begin by starting a health club to take walks so as to get them out of their stuffy rooms, and we can first talk it over at a neighborhood tea. Perhaps they'll say after all, 'She came from nothing, but she accomplished a lot.'"

"That's just what they will say," was Jim's prophetic answer.



ORE TRAIN, BESSEMER, ALA., KNOWN AS THE IRISH MAIL.—Courtesy Bro. R. W. Pickering, Div. 156.

and call me 'Come from nothing!'"

Jim Merriam roared with laughter. "'Come from nothing,' eh?" he said "That's pretty good. We all come from nothing and are just what we make of ourselves. Now, my dear, perhaps this is your opportunity to fulfill a little destiny all your own. Possibly you have been sent to this obscure village to bring happiness and a broader outlook to the cramped women. Let 'em laugh at you. Let 'em gossip. It's harmless gabble at the worst. They will be ashamed of it some day. Branch out. Get 'em interested in another club. Start a public library. Give a series of neighborhood teas. In three months you'll interest them and

Harriet Gray.

BY ESTHER VANDEVEER.

My mother died when I was a little girl and my father when I was 20. I understood from my lawyers that the estate left by my father would give me a comfortable income, and, since I had no ties at home, I concluded to travel. Hearing of friends about to sail for Europe, I secured an invitation to be one of their party.

Before going I set my house in order and did what I had been long averse to doing, looked over family papers that had been accumulating for years. There was a trunk full of them, and I set about examining them with a view to

destroying such as could be of no further use. Many of them needed but a hasty glance, and some scarcely needed that. I found one envelope marked "Harriet Gray" and, on opening it, took out a number of miscellaneous papers, consisting mostly of receipted bills. There was a deed to a lot on one of the business streets in the city in which I lived, the maker of the deed having transferred the property "in consideration of \$1." I didn't think the paper of much importance, the lot being of so little value. The envelope also contained a will drawn



BRO. R. L. STOKES, DIV. 23, AND WIFE, ON THE CORAL BEACH, HAVANA, CUBA, OPPOSITE MORO CASTLE. Their little daughter at the camera.

by Edward Oglesby in favor of Harriet Gray.

I had no knowledge of business matters, and if I had I doubt if I should have considered these documents of any importance. They were yellow with age and had probably been in the trunk for many years. Had they not been obsolete father would doubtless have removed them long ago. Probably every one who had once been interested in them was dead. However, I concluded to put these papers together with a few others I thought it best not to destroy in a tin box. The other papers I burned.

Having made all necessary arrangements, I went abroad. During my absence I fell in with various persons, among others a young man named Schuyler. Ned Schuyler was seeing Europe on \$600.

My first sight of him was one evening when sitting on the porch of an inn located on the bank of one of the Swiss lakes. I saw him coming up the road with the springy step of youth and evidently as light-hearted as if he had a letter of credit in his pocket for 100,000 francs. He ate supper at the inn and in the evening made the acquaintance of our party.

The place being attractive as well as inexpensive, we all remained there for some time, boating on the lake, climbing the mountains bordering on it and visiting the sights in the neighborhood. Somehow in all these excursions Ned Schuyler fell to me. Americans meeting abroad often become intimate, and there are more matches made while traveling for pleasure than under any other conditions. At any rate, such was the case with us; not that we made a match, but we wanted to make one. The reason we failed was the pride of the man. He had educated himself, and it had made him independent. A wife with an income of her own would not be a drag on him, but he was too proud to ask a woman to marry him while not able to support her. It seemed to him like saying to her: "Marry me and then spend your own money."

We met at several places while abroad, the persons I was with thinking it to be by accident, but there was no accident. We arranged meetings. The last of these meetings abroad was at Genoa, from whence I sailed for home. We lived in cities in America not far distant from each other, and I exacted a promise from him that he would come to see me after his return.

My lover set out on a tramp to Nice the day before my steamer sailed. I was very disconsolate at having parted with him and while wandering about the hotel took up the register and turned the pages to the name he had written in it. He had signed his name Edward Gray Schuyler.

Something in the name was familiar to me, but I could not tell in what part. On the voyage I thought a good deal about it, and one day it occurred to me that I had confused the names in my

mind with those in the papers I had found in the trunk at home. There were Edward Oglesby and Harriet Gray, but no Schuyler.

The day after my arrival I got out the tin box and selecting the envelope marked Harriet Gray went through every paper in it thoroughly. There were a number of them, but they were mostly accounts, checks that had been paid and returned by the banks, tax receipts, etc. The only two names that seemed to have any connection with Ned Schuyler were the Edward in Edward Oglesby and the Gray in Harriet Gray.

One morning while reading a newspaper I saw the following notice:

The handsome office building, No. —, — street, has been finished and is now ready for occupancy. Occupants of other buildings in the neighborhood are to be congratulated, for the lot on which the building has been erected remained vacant for many years. It was formerly a part of the Oglesby estate, which at the death of Edward Oglesby fell into litigation long delayed.

Here was the name, Edward Oglesby, staring me in the face again. I recalled that I had seen it in the Harriet Gray papers and determined to get them out again and learn if this notice had any connection with them. I read the description of the last name in the deed, and, while there was no number given, the street was named and was the same as that on which the new building was located.

Had I connected Ned Schuyler with the matter I should have been eager to learn more about it. As it was, not knowing how to proceed for information, I did nothing for several days. Then one day I went to my lawyer's office to pay some taxes, and while there I concluded to mention my find and ask how I could learn something in the matter. My father had done business through the firm for many years, and it was now carried on by Mr. Tucker, the grandson of the original head. After handing him the funds for the taxes I asked him if he knew anything about the new building of which I had read in the newspaper.

"I should think so," was his reply. "I inherited a suit about it for clients of my father."

"Who was the owner, Edward Ogles-

by, and what had my father to do with him?"

"Edward Oglesby owned the lot on which this building of which you speak stands. He and your father were intimate friends and both my father's clients."

"Who was Harriet Gray?"

"Mr. Oglesby's stepdaughter. Mr. Oglesby had no children of his own, and it was supposed that he would leave his property to her. But he died intestate. She claimed that he had left a will in her favor, but it was never found. She de-



MRS. E. L. STOKES AND DAUGHTER LOLA, MR. W. F. CARROLL, MASTER MECHANIC NEW YORK CENTRAL R. R., ALBANY, N. Y.

Mrs. Carroll and son William enroute to Havana, Cuba, over the Over Sea Limited, F. C. E. Ry. Bro. R. L. Stokes, Div. 23, at the camera.

clared that it had been left by her stepfather in our keeping, but a careful search among our papers failed to produce it. We had a great deal of trouble with the man she married, who would not believe but that we had feloniously destroyed or withheld the will. Indeed, I think the charge was indirectly the cause of my father's death."

By this time I was suppressing a wild excitement. I rushed to ask one more question, but dreaded to do so, fearing I would be disappointed in the reply. Finally I found voice to speak it.

"Whom did Harriet Gray marry?"

"Her husband's name, I believe, was Schuyler."

The riddle was solved. Ned Schuyler was the son of Harriet Gray and took a

part of his name from Edward Oglesby, his wife's stepfather, and part from his mother's maiden name. As soon as I could gather my wits I went on asking questions. My next was:

"Suppose a will of Edward Oglesby leaving all his property to Harriet Gray should be produced now. How would it affect the property?"

"Her heirs would claim it, and in the end undoubtedly the courts would give it to them."

A happy girl I was when I went home conscious that I had the key to a fortune for the man I loved. He was to arrive within a few days, and I resolved to impart the finding of his mother's will first of all persons to him.

One week after his arrival he kept his promise to come to see me. I could scarcely wait to make inquiries confirming my theory as to his identity, but when I did I was told by him that his mother's maiden name was Harriet Gray and her father was Henry Schuyler. I had the will in a desk near by and, taking it out handed it to him.

I kept my eyes fixed on his face while he read the document, and it was a study. Being an only child, he saw at a glance that if the will were genuine the right to the property described was vested in him.

When my find was reported to Mr. Tucker and his astonishment had abated I asked him how the will could have got into my father's possession. The only explanation he could give was that the papers of the two clients had got mixed in the affair and that these papers belonging to Mr. Oglesby had been handed to my father. He had doubtless put them away without looking at them.

Ned Schuyler effected a compromise with those in possession of the estate that was his by inheritance, and it made him rich. He was obliged to give up a great deal in order to avoid litigation, but even with this surrender his estate was worth much more than it had been when the will was made. Since Ned was now far richer than I he no longer scrupled to ask me to be his wife. Besides, it was I through whose instrumentality his property came to him.

A Diamond Rope.

BY CLARISSA MACKIE.

Rogers thrust the morning newspaper under my nose and pointed to the glaring headlines.

"Read that!" he commanded.

"I have read it, confound you!" I growled. "You can't stir up any sensational argument in this office today, Jack. I don't care if Mrs. Slashlin Goesby has lost her diamond necklace! She hasn't consulted us. She is no client of ours."

"True, true—sadly true," agreed my partner, sitting down on the edge of the table and pushing his hat back with an excited gesture. "Nevertheless, my dear Harley, you musn't forget that the pleasant side line or diversion, avocation, or whatever you call it, of this particular law firm is to do a bit of amateur detective work, especially when there's a reward of real money out."

"Real money, Jack?" I pricked up my ears.

"Five thousand dollars reward," returned my partner crisply.

I whistled. "I'd like to get hold of that, Jack."

"Same here. Want to try for it?"

"Where shall we begin? What do you know about it?"

"Only what it says in the paper here, but I've drawn my own conclusions."

I picked up the newspaper. "I'll read it over carefully, and we can compare notes," I suggested, and Jack nodded assent and lighted his pipe. At last I threw aside the sheet. "Fire ahead," I said.

"In the first place, Mrs. Goesby declares that she removed the rope of diamonds from her neck and laid it on her dressing table. She passed into her boudoir for an instant, and when she returned the rope had disappeared. It was 2 o'clock in the morning. She had just returned from a function of some sort and had ordered that her maid need not be in attendance. She was practically alone. Her husband was in Washington. She neither heard a sound nor saw anything out of the ordinary. The windows and doors were all closed and locked.

"How about chimneys?" I asked calmly.

"Well, I'm blessed!" Rogers stared at me and then dashed for the telephone.

I heard him call Mrs. Goesby's number and hold a conversation with a servant at the other end. When he hung up the receiver all the satisfaction had disappeared from his face, leaving perplexity and doubt.

"No chimney there; house is steam heated. The Goesbys don't like fireplaces, and that room is not connected with any chimney. Now, what?"

"Where did the maid sleep?" I asked suddenly.

"On the fourth floor, in a room directly over that of her mistress," said Rogers, with a puzzled glance at me.

"I wonder if we could gain admittance to the house?"

"I think so. Wellington will give me a letter of introduction to Mrs. Goesby."

"Come on; let's get about earning that five thousand," I said, closing my desk and reaching for my hat.

"Oh, let's hurry!" scoffed my partner. "Let's get it before luncheon, eh?"

"Come along!"

Jack came eagerly. We got the necessary letter from Wellington and made our way uptown to the splendid mansion owned by the millionaire Slashlin Goesby. We were admitted to the house and received by a pompous butler, who finally led us upstairs into the presence of Mrs. Goesby herself.

She was a fair, plump woman of gracious presence and made no secret of her anxiety about the famous rope of diamonds.

"My maid is above suspicion," she repeated several times as we questioned her in our capacity of private detectives.

"She is French?" I asked.

"Yes; she has been with me for five years and is most reliable."

"Where is she now?"

"In the house somewhere—perhaps in her own room. She was much upset by the robbery as well as by the police command that no one leave the house."

"That is a detective in the lower hall?"

"Yes. He came a half hour ago. I

have felt easier since he has been on duty."

Mrs. Goesby showed us the dressing table whereon she had laid the rope of diamonds, which had so mysteriously disappeared during the few minutes she was absent from the room.

We looked the room over carefully without result. There was no chimney, rat hole or mode of escape for man or beast of any shape or size. It was a charming room, this dressing room of fashionable beauty—the walls papered with trellised roses that rambled over the ceiling and almost appeared to hang in clusters over our heads.

The ceiling attracted me strangely.

When I stood on a chair and poked my cane at a spot over the dressing table a look of intelligence came into Rogers' expressionless face.

"What are you doing?" half laughed Mrs. Goesby. Then she added, "How very odd!"

It was curious, odd, absurd, anything you care to call it, for my cane had poked right through one of those lovely pink roses on the ceiling, and there flopped down to the carpet the cut-out rose itself and left up there an ugly little hole through ceiling, plaster and lath.

"I guess we'll find a loose board up there in the room of your maid," suggested Rogers.

"As well as a long, slender stick with a hook on one end," I added briskly, for I could see that \$5,000 reward in the distance, and it looked good to me.

"Oh, do you believe that that is the way it happened?" cried Mrs. Goesby, quite unnerved by the discovery we had made. "I cannot believe that Felice would do anything of that sort."

"If you will accompany me upstairs," I suggested, leaving my partner in the dressing room on guard.

We found the door of the maid's room wide open and the bird flown, by what underground route we never found out.

I pulled up the rugs from the floor and searched until I found the loose board in her closet. When I pried it up I could look right down on to the dressing table, from which the diamond necklace had disappeared.

"How is this for a fishing pole?" I asked after a search of the room, and I brought forth two strips of bamboo, perhaps six feet each in length. Once they had formed part of a bamboo porch screen. On the end of one strip there was fastened a piece of wire firmly twisted into a strong hook. When one pole was fitted into the other and thrust down the hole we were enabled to fish up almost anything from the dressing table below.

Now that the method of robbery had been solved, it remained to catch the clever maid, who had disappeared with the diamonds. A search of the house resulted in nothing. No one had seen her since the belated breakfast hour. We obtained her description from Mrs. Goesby, and, having that lady's assurance that our discoveries should remain a secret for the time being, we went on our way rejoicing, large visions of the \$5,000 reward dazzling our eyes.

"If you were a French maid and had attached yourself to a fortune in diamonds what would you do?" I asked Rogers the next morning.

"I'd make tracks for the French line pier!" he exclaimed, and I was with him instantly. So we were soon whirling down Houston street to the French line pier.

Passengers were straggling aboard, and for several hours we watched there, finding no one who came within a mile of the description Mrs. Goesby had given us of her maid Felice.

Two black garbed nuns hastened past us, and Rogers' grip on my arm brought me to instant attention.

One of the nuns fitted the description of Felice. We could not see her hair because of the stiffly starched linen.

The other woman was stout and commonplace looking, but somehow they did not have the serene expression of the sweet sisters of the church.

The small, dark one, like her companion, wore a heavy rosary of large, black, irregular beads. It swung from her waist and swung in and out of the thick folds of her skirts. I caught all this at a glance as they passed, and we followed them aboard.

I was almost ashamed of my suspicions, but Rogers was whispering in my ear.

"The short one—notice her rosary? Looks like black wooden beads or jet, eh? Caught a glimpse of a sparkle that would dazzle your eyes."

"What is it, Jack?" I breathed.

"The diamond rope painted black. What do you think of that? Just step ashore and call an officer. Telephone to headquarters if you think best. I'll watch here and see that they don't get away or suspect."

"You're sure?" I insisted as I went ashore.

"Sure as guns!" he said.

And he was right! When the heavy black rosary was taken from the defiant, scratching, biting little French woman and the beads were carefully scraped with a knife they revealed the brilliant sparkle of the Goesby diamonds.

It was a clever trick, and its discovery won us the \$5,000 reward.

A Promise.

BY F. A. MITCHEL.

I met Angela in Rome. She was then with her father and mother and a party of Americans, and I happened to stop at the same hotel as they on the Esquiline hill. I introduced myself to her father. We had mutual friends beyond the Atlantic, and I was invited to make one of their party.

Propinquity, no work to do, much to see—can there be a richer soil in which to plant the seed of love? I was with Angela in the Forum, and with tales of dead events that had happened there 20 centuries ago was mingled a living story in which she and I were the only characters. In the palace of the Cæsars, from which we looked down upon a city that had passed away and sprung again into life, the stories of that far distant past differed, but ours was one. Under the Arch of Titus we could fancy a "triumph" passing, but with us it was a bridal procession.

A visit to the Eternal City is not to be forgotten by the visitor. Add to such

an experience a newborn love and the zest of it all is infinitely increased. It seemed to me when I left Rome that I had lived and loved in the age of Roman splendor.

I lost my love, not through her refusal, but that of her parents. She was very young, too young to think and act for herself. In a year or two—so her mother said—she would have a new fancy—would wonder possibly at the one met during her budding into womanhood. But with me it was different. I was at an age when the coming of absorbing passion means a lasting one. It was to be as eternal as the city in which it was born.

I sailed for home from Naples. It is always spring there, but I left it in April, when the earth had fully awakened from its annual nap. The sun, low in the west, shone on the green mountains back of the city and upon the houses below. Vesuvius kept its eternal vigil beside the city. The waters of the bay were a pale green. One passed between the islands of Capri and Ischia, sailing into a vermillion sunset. Yet the very beauty of the scene deepened by contrast the gloom in my heart. I felt that I had passed the glory of my life and it would never come again.

I was partly lifted without and above myself by taking care of one who had gone abroad in search of life and had not found it. A young man occupying a stateroom opposite me was going home to die. I was glad to escape from my grief by ministering to him. And he needed me, having no one else in attendance upon him. I spent most of my time with him, and when he was able to talk with me I was impressed with a certain spirituality there was about him. He did not consider the death that was approaching his end, but seemed to feel a certainty not only that he would enter another life, but would retain his interest in the one he would leave. "You will not be able to see me or speak with me," he said, "or hear me when I shall speak to you, for in the flesh you cannot develop the faculties necessary to a communication with those you call dead, but who really live a far higher life than

yours. Nevertheless the destinies of those on earth are controlled by those in this superior existence. What we call fate is the result of their management of our daily lives."

It was not only his words, but the certainty with which he spoke them, that affected me. My mind being full of my recently born love, I confessed it to him and asked him whether I and Angela would grow apart or seem to grow apart, returning in another existence to the intensity of our love as it was when we parted. But he had no theory on this point, his only reply being that all we were, all our acts, the courses in which we moved, were in the hands of the myriad of spiritual beings who had been through what we were passing and had developed to a higher life that did not need the flesh.

He died the day before he made port. I was with him when he passed away. Indeed, he would have no one else. Just before he drew his last breath he looked at me as if he would speak to me. I put my ear down near his lips and could barely hear the words, as if they came rather from the other than this side of the portal, "I will send her."

Several years after these two important partings, the one at Rome and the other at sea, I was spending a brief season at an ocean beach in Virginia. It was the spring of the year in that climate. The sun shone with a genial warmth; the leaves were opening; the birds were singing. I was reminded of the day I had sailed from Naples when my sorrow was fresh. It was no longer fresh, but it was still with me. I still felt that a certain perfection, a complementary condition that would have been mine with Angela, was wanting. I was the same being I had been before, but under a different development, an incomplete one. I took no thought of supplying the deficiency by becoming interested in another woman, for such seemed no more possible than to change my being to become a different individual.

Nevertheless I felt a certain exhilaration welling within me on this beautiful spring morning. I wondered where my happiness came from. I had expe-

rienced it under the same conditions before, but not after I had lost Angela.

I felt within me a desire to go down on the beach and walk there. Nearer the ocean I would get the odor I loved, that salty exudation so different from what we have in the interior. I strolled along the road, crossed the dunes and down on to the sloping sands stretching far to the north and to the south. A few sails were standing apparently motionless far out on the horizon, though one was a trifle nearer, and by fixing my eyes upon it I could detect a rocking on the waves which were themselves undiscernable.

Then there arose a distant white cloud bank. It grew in height and density, and I soon saw that it was an approaching fog. Then the sun was dimmed, the air was dampened, and the beautiful morning had changed.

Still, after being enveloped in the mist I continued my walk. I could see nothing and could hear nothing except a light splash of spent waves. Notwithstanding that the sun had ceased to glint on the water, that the gulls had disappeared, that the air was wet and chill, I felt that same exhilaration I had experienced before the mist came. I thought of my friend who had died on shipboard, and what he had said about the higher beings who were directing the current of our lives, and what he had meant by the words, "I will send her."

I saw something taking shape in the fog, and almost before I realized its presence the form of a woman was before me. Standing almost near enough to touch her, I saw Angela. Coming out of the fog, wearing on her face a sad expression, I could not for a moment determine whether she were really Angela in the flesh, Angela a spirit, or Angela a creation of my imagination. Then as she recognized me her face lighted up, a smile took the place of sadness, and she put out both hands to me.

"Angela!" I exclaimed. "What do you do here?"

"Walking on the beach, to be sure."

"Who sent you?"

"Who sent me? What do you mean?"

"This is very strange."

"A coincidence. I came down here in the early spring to get rid of the last cold breath of winter, just as all the others have come, as you doubtless have come. There is nothing very strange about it, though I admit we might have passed our lives without ever meeting again."

Her voice lost something of joy at this. I stood looking at her with a sort of wonder. A marvelous meaning came into the death words of my friend—"I will send her." The people not in the grave, but in the world above us and about us, who are controlling our destinies, had suddenly become real things to me—not faith beings, but demonstrated by Angela's coming following upon the words, "I will send her."

"You are changed," she said, with a slight tremolo in her voice.

"I changed? How? What do you mean?"

"Why, you seem to be so absorbed with someone or somebody else that you have no pleasure in meeting me again. Are you thinking of a sweetheart or a wife?"

Her complaint recalled me to myself. I drew her toward me. We were under the dome of the heavens, beside the broad ocean, yet the friendly fog concealed us from mortal gaze. In the midst of our transports it occurred to me that the friend who had sent her to me was contentedly gazing upon us.

Angela had changed from a girl to a woman. She had never recovered any more than I from the parting and, as she grew in individuality and independence, resisted the efforts of her mother to choose a husband for her and resolved, if she met me and I were free and unchanged, what had been should be again.

Naturally the words of my dying friend and the seeming fulfillment of his promise have had a lasting effect upon me. I have drawn no absolute inference from the circumstances, but what he considered a certainty I have come to consider a probability. Two facts contribute to this view—we cannot see a human companion cut off by

death and realize a consequent nonexistence, and we must be guided by something without ourselves. Why should there be an infinite gap between us and the great Creator? May not many grades of existence intervene, each for its purpose?

The Music Teacher.

BY HELEN CHAMBLISS.

When my notary, Maitre Du Four, informed me zat ze court have decide zat my property, my chateau, my horses, my carriages, everyt'ing zat have come down to me from my ancestors, ze Counts de Souvenne, must go to pay my debts, I say: Ver' well, I go to Amerique, where I feel not noblesse oblige, for ze Americans have no nobles in zair country. I take with me my violin I love so well, and I play in ze concert or maybe in ze orchestra, and if necessaire my daughter, Elise, she teach ze dance.

I feel ver' much disappoint on account of Elise, for I had arranged a marriage for her with ze son of my friend, ze Marquis of Bradalaine. But now I must say zat I have no settlement to make for her, of course ze marquis decline ze match for his son. Elise, who no like ze young man, prefer to go to Amerique even if she have to teach ze dance instead to be fine lady, which she have always been.

So we come to Amerique and we live in appartements, and I have a sign in ze window, 'M. Souvenne, instructeur for ze violin.' My daughter she encourage her old fader and she mak' fren' who get pupils for me, and I mak' enough to pay ze rent and for to eat, but nothing for clothes. But Elise, she have some fine clothes, which belong to ze famille for hundreds of years, which see mak' over in ze new modes. She would teach ze dance, but we have no money to pay for ze room for ze school.

One day zere come a ring at ze bell of my appartement and I open ze door. A very fine young gentleman stan' zere an' he say to me:

"Monsieur, can you direct me to ze appartement of?"—

He stop short. He look past me and

see Elise sitting by ze window dressed in ze costume of one of her grandmeres, while she change ze costume of anudder grandmere to ze mode a present.

"What appartement for which you look, monsieur," I ask—"for ze appartement of M. Souvenne?"

He act like he awake from ze dream. He turned his eyes from Elise to me and say nothing.

"If you look for M. Souvenne, instructeur of musique, I am at your service."

"Ah, monsieur, you give lessons in musique? On what instrument?"

"Ze violin."

"I wish for to tak' some lessons. Will you be my instructeur, monsieur?"

"Entre, monsieur, if you please," I said, and ze gentleman arranged with me for to give him ze lessons on ze violin. All ze time he talk he keep his eyes on my daughter and forgot to ask ze price of ze lessons. I tell him I like to get \$2 a lesson, but I t'ink he not hear me. I ask him when he like to begin, and he hear zat and say, "Oh, yes, monsieur, I like to begin now."

"But you have no violin here," I say.

"Can you not lend me a violin for ze lesson?" he ask. "Ze next time I bring one."

I let him tak' my violin and ask him how much he know already. He say he know ze notes, and he play a few pieces. I tell him to play one of ze pieces he know, and he commence to play. I put my hands to my ears and cry out:

"Oh, monsieur, you drive me crazy with your discords! You must begin at ze beginning."

I put before him ze musique for practice, and he play so bad zat I dispair to teach him. Zen he ask me to play some fine musique, and I select somet'ing of Gounod. My pupil, he listen much pleased with my playing, and when I finish he seem moved to tears. I felt ver' fine at zat. He ask me to play more pieces and I do so. When I finish a sonata of Beethoven I look up at him for applause and see him still look at Elise, who sew by ze window. I ask him what I play, and he say:

"Monsieur, I t'ink you play ze waltz."

"Mon Dieu," I exclaimed; "you call ze finest musique in ze worl' ze waltz! Zat is a sonata of le grand Beethoven."

"Pardon," he say; "I know very little about ze grand masters. But I will de-part now. I come tomorrow for anud-der lesson. I pay you for zis one."

He tak' much monie from his porte-monnaie and hand me a ten dollar bill.

"My fee is two dollar, monsieur. I have no change."

"You give me lesson, monsieur, and you play for me exquisite musique. I pay for ze lesson two dollar. Ze rest is for ze pleasure I derive from ze musique."

"Ze musique! When I play from Beethoven you t'ink I play ze waltz."

Ze gentleman turn red in ze face, and he smile with embarrassment, and he go away. When I go to close ze door for him he look over my shoulder at Elise.

"What a pupil!" I exclaim after he had gone. "He is a ver' bad musician, but ver' fine pay."

Ze gentleman—M. Jones was his name—came regular for to take ze les-sen, and every day Elise sit by ze win-dow to sew, for M. Jones say: "If I drive you to anudder room when I come I no tak' ze lesson." So Elise sit quiet, while my pupil he mak' frightful discords on ze violin.

At last I have to tell him zat he waste his money on ze lessons; he nevaire learn to play ze violin; he ver' much disappoint.

"Ah, monsieur," he said, "I hoped you teach me to play like my friend M. Trevor!"

"M. Trevor! I have heard zat M. Trevor is ze finest amateur player on ze violin in Amerique. What a pity he is rich. If he had been poor he would have made a great name for himself as musician."

"You are ver' frank with me," said M. Jones. "I will repay you for your honesty. I know M. Trevor ver' well. He is a good frien' to me. I ask him to give benefit concert for you."

I mak' much protestation, but it avail notting. He go away and the next week I see in ze newspapairs adver-

tisement of a concert to be given by M. Trevor for ze benefit of M. Souvenne, assisted by several professional persons. I was ver' much surprise. I ask Elise what she t'ink ze raison all zis kindness and she say she don' know.

"Maybe," I said, "it is because M. Jones was ver' much pleased with my performance on ze violin. But if this is so why he not ask me to play at my own benefit, I like to know."

"I don't think, papa," she said, "zat it would be en regle for you to do so. I mean I t'ink M. Jones would suppose you to be too modest."

An' I t'ink zat it would not become ze Count de Souvenne to appear in publique at such an occasion. It ver' much shock ze pride.

On ze evening of ze concert M. Jones send ze carriage for me and Elise to tak' us to ze hall. We feel ver' obliged, and we ride to ze hall and go in and tak' seats by ourselves at ze back, for all ze seats in front were filled up. But an usher come to us and lead us to seats in ze front zat had been reserved for us.

Ze concert was opened by a lady who sang. After which a ver' fine solo on ze flute was given. I look at ze program and see zat M. Trevor play but one tune. I wonder zat ze people came to hear him play but once. He must be ver' fine performer. At last his turn came and—

Mon Dieu! My pupil, M. Jones, in evening dress, came on to ze platform with his violin under his arm.

"Ma foi!" I exclaimed, "he will spoil it all. What impudence!"

Elise could not hear me for ze ap-plause zat greeted him. He stood while a prelude was played by those who were to accompany him, I waiting in agony to hear him begin his discords abomin-able. But when he touched the string with his bow, ver' low in tone but crescendo, it seemed as if ze angel were beginning to speak to ze audience. One could have heard something ver' small drop on ze floor. Ze listeners sat in ze spell. Ze selection was ze "Stabat Mater." Zere were crescendo and deminuendo, ze one following ze other,

and when it was finish I wish to shed tears.

"Elise!" I exclaimed. "A miracle! A saint have touched M. Jones and made a wonderful musician of him."

"He isn't M. Jones at all, papa. He is M. Trevor," my daughter say.

"What is zat?" I ask.

"I will tell you all about it, papa, when we get home."

Before Elise and I were allowed to go ze managaire came and handed me ze money in a bag. When I count him I find \$753.

But I must tell what Elise told me. It was M. Trevor and not M. Jones who come to our appartements to look for someone. When I open ze door he see Elise and zat was ze reason why he tak' ze musique lesson as M. Jones.

I t'ink he not listen to me play because he liked to look better at Elise. And he pretend to not know how to play himself. I t'ink, too, as ze Americaines say, it was all a "put up job." And I t'ink, too, zat before M. Jones tak' many lessons Elise conspire with him to fool her old fadder.

Some time after ze benefit M. Trevor came to me and said:

"Count de Souvenne, I desire zat you do me ze great honor to give me your daughter in marriage."

"Mon Dieu, how you know I am Count de Souvenne?"

"When I saw your beautiful daughter arrayed in the costume of a countess of years ago I suspected you were emigres from abroad in reduced circumstances, but I did not know until I had asked your daughter to be my wife that you were a French noble."

Elise is now Mme. Trevor. Her husband has bought the Chateau de Souvenne, and the young couple permit the old man to live there with them, but it has never been possible for the old man to entirely forgive his son-in-law for not inviting him to play at his own benefit.

ing and making the Panhandle of Texas, received the following letter from a friend of his who made his first trip through the Panhandle:

"I have been on the road for a Kansas City house now for six years traveling Kansas and Missouri, but the house has now added the Panhandle of Texas to my territory and I have just finished my first trip. The first town out of Kansas across the strip was Tyrone, Okla. I had spent the afternoon there and intended to take a night train back to Liberal. A bunch of us were sitting on the front porch of the Commercial Hotel when I saw a headlight looming up down the track. I made a rush for my grips and yelled at the boy to get his cart and take 'em over to the depot quick. I didn't wait for his answer, but ran over to the depot and rushed up to the window and demanded a ticket for Liberal.

"'How's this?' I said to the agent. 'I thought this train wasn't due for an hour, and here she is not quite a mile away.'

"'Mister,' he replied, 'you better go back to the hotel and buy cigars for that bunch. This is your first trip down here, ain't it? Well, I thought so. That headlight is just 49 miles away; you've got pretty nearly an hour to finish that game of rummy. This is the longest stretch of straight track in the country, 76 miles, clear across the Panhandle without a curve. You see that house over there? That's where I live. I don't have to light a lamp until after 9 o'clock winter nights. About sundown the Golden State Limited looms up down about Texhoma and she shines right into my kitchen window for an hour, finally getting so bright that my wife has to pull the curtains, and ten minutes behind her comes No. 34, and it takes it 70 minutes to get by with its light. It's a great saving for me, and my wife has gotten so she won't wash dishes by anything but electric light. I never have to call the dispatcher to get a line on the trains. I climb to the roof of the station, get a line on the headlight and mark up my board accordingly. Have you any baggage to check?'"—*Fort Wayne Journal-Gazette.*

Compliment to Electric Headlight.

E. H. Moeller, who recently returned from Kansas, where he has been travel-

Legal News

Decisions Under the Safety Appliance Acts.

United States of America vs. Pere Marquette Railroad Company, in the District Court of the United States, Western District of Michigan—Southern Division. Decided September 5, 1913.

Safety Appliance Acts—Construction—Air Brake and Coupler Provisions—Trains.

1. That the use of a car whose coupling apparatus is inoperative upon the tracks of a railroad company engaged in interstate commerce, and in connection with such commerce either in a switching yard or in actual road service upon the main line, is a violation of the safety appliance acts is no longer an open question. Citing *Delk vs. St. Louis & San Francisco, R. R. Co.*, 220 U. S., 580.
2. Every railroad company engaged in interstate commerce must equip with safety appliances all of its cars and all of its trains, regardless of the service in which they are employed. Citing *Southern Ry. Co. vs. United States*, 222 U. S., 201; *Wabash R. R. Co. vs. United States*, 168 Fed., 1.
3. The beneficial and remedial purpose of these statutes must not be defeated by a strained construction and must not be made subordinate to either convenience or economy of railroad operation.
4. Sixteen cars and a locomotive coupled and moved together for 2 miles upon the main tracks of a railroad line through a large city and across several streets constitute a train within the purview of the statute. Whether the movement of such a train is called a "transfer" movement or a "switching" movement is of no importance and its character may not be controlling.
5. The statutory requirement concerning the use, connection, and operation of train brakes should not be given a different construction or interpretation from that which has been applied by the courts to the provisions relating to car-coupling apparatus. The two sections of the statute are identical in form of language employed, in legislative intent, in remedial purpose, in the mandatory obedience thereto which is required, the only difference being that in the one the unit is a train or combination of cars, and in the other a single car.

Fred C. Wetmore, United States attorney, and Philip J. Doherty, special assistant to United States attorney, for plaintiff.

Charles E. Ward for defendant.

OPINION OF THE COURT.

Sessions, District Judge:

This is a suit to recover penalties for alleged violations of the safety appliance acts. The declaration contains three counts, each setting up a distinct and separate cause of action, but all based upon a single movement of a train from Wyoming yard to freight house yard, in the city of Grand Rapids, on March 5, 1912. The first count charges the hauling in such train of an Erie car with the coupling apparatus on one end so out of

repair as to be inoperative. The second count contains a like charge with reference to a Pere Marquette car in the same train. The third count charges that this train, consisting of 17 cars and a locomotive, was so hauled and moved when less than 85 per cent of the cars therein had their brakes used and operated, or so assembled and connected that they could be used and operated, by the engineer of the locomotive.

Wyoming yard and freight house yard are both within the general yard limits of the city of Grand Rapids, but they are about 2 miles apart and each has its own system of switching tracks. Trains passing from one yard to the other must run for the entire distance upon defendant's main line over which its regular passenger and freight trains as well as switching and transfer trains are operated. This part of the main line has some minor grades and curves and crosses at grade five city streets and a street car line.

All of defendant's freight trains entering Grand Rapids are taken directly to Wyoming yard and are there broken up and the cars switched and classified, some being put into outgoing trains and forwarded to their destination, while others containing local merchandise are switched or transferred to the freight house yard or to some city side track to be unloaded and to have their cargoes rearranged. All outgoing freight trains are made up at and started from Wyoming yard. Defendant's repair shops are located at this yard, which is also a flag station on the main line.

On March 5, 1912, 16 or 17 cars which had been brought into the Wyoming yard in other trains were switched and formed into a train and then pushed by a switch engine from that yard over the main line of tracks to freight house yard to be unloaded or to have their cargoes rearranged. At least one of the cars contained an interstate shipment. Both before and at the time of the movement the couplings upon the two cars described in the declaration were so defective as to be inoperative. The air brakes of the cars of this train were not coupled up and connected so that they could be operated from the engine.

The sole question to be determined is whether or not the provisions of the safety appliance acts apply to car and train movements like the one above described. It must be conceded that 16 cars and a locomotive coupled and moved together for 2 miles upon the main tracks of a railroad line through a large city and across several streets constitute a train within the purview of the statute. Plaintiff's witnesses have called the movement of this train a "transfer" movement, while defendant's witnesses insist that it was purely a "switching" movement. The name given to the movement is of no importance and its character may not be controlling. That the use of a car whose coupling apparatus is inoperative upon the tracks of a railroad company engaged in interstate commerce and in connection with such commerce, either in a switch yard or in actual road service upon the main line, is a violation of the safety appliance acts is no longer an open question. *Delk vs. St. Louis & San Francisco R. R. Co.*, 220 U. S., 580. It is also settled that these statutes impose positive and absolute duties,

the nonperformance of which is not excused by the exercise of reasonable diligence and due care; *Chicago, Burlington & Quincy R. R. Co. vs. United States*, 220 U. S., 559; *St. Louis, Iron Mountain & Southern Ry. Co. vs. Taylor, administratrix*, 210 U. S., 281; *Delk vs. St. Louis & San Francisco R. R. Co.*, 220 U. S., 580; and that in accordance with their provisions every railroad company engaged in interstate commerce must equip with safety appliances all of its cars and all of its trains, regardless of the service in which they are employed. *Southern Ry. Co. vs. United States*, 222 U. S., 201; *Wabash R. R. Co. vs. United States*, 168 Fed. 1.

Should the statutory requirement concerning the use, connection, and operation of train brakes be given a different construction or interpretation from that which has been applied by the courts to the provisions relating to car coupling apparatus? Clearly not. The two sections of the statute are identical in the form of language employed, in legislative intent, in remedial purpose, and in the mandatory obedience thereto which is required, the only difference being that in the one the unit is a train or combination of cars and in the other a single car. If section 1 of the original safety appliance act stood alone, there would be at least room for argument that its provisions were intended by Congress to apply solely to trains made up for road service. But this section does not stand alone. It must be construed in connection with the other sections of the same statute, and particularly in connection with and with reference to the modifying and explanatory act of March 2, 1903. In and by the latter act Congress has removed whatever doubt, uncertainty, or ambiguity existed in the former one and has said plainly and unequivocally that the provisions and requirements of the earlier act "shall be held to apply to all trains, locomotives, tenders, cars, and similar vehicles used on any railroad engaged in interstate commerce." The legislative intent so plainly expressed must be respected. The beneficial and remedial purposes of these statutes must not be defeated by strained construction and must not be made subordinate to either convenience or economy of railroad operation. On March 5, 1912, the Pere Marquette Railroad was engaged in interstate commerce, the 17 cars and switch engine here in controversy constituted a train, at least 1 car of that train contained an interstate shipment, the train was run and operated upon defendant's main line of tracks, the coupling apparatus upon each of 2 cars was so out of repair as to be inoperative, and the air brakes were not coupled up and connected so that they could be operated by the engineer from the locomotive. There is, therefore, no escape from the conclusion that the law was violated in the manner set forth in each of the counts of plaintiff's declaration.

Counsel for defendant rely upon the case of *Erie R. R. Co. vs. United States*, 197 Fed., 287, decided by the Circuit Court of Appeals of the Third Circuit. That case differs from the present one in some material respects, but in the main it supports defendant's contention. I have the profoundest respect for that court and its decisions, and it is with much diffidence and hesita-

tion that I feel compelled to reach a different conclusion. In the *Erie* case, however, the court seems to have entirely overlooked, ignored, and disregarded the controlling effect of the modifying and explanatory act of 1903. After careful and patient study I am also convinced that the decision in the *Erie* case is in conflict with both the spirit and the letter of the utterances of the Supreme Court.

Judgment will be entered in favor of plaintiff and against defendant for the statutory penalty of \$100 upon each of the counts of the declaration and for costs of suit to be taxed.

Court Aids Old Man.

A fond father, filled with faith in his children, deeds his property to his daughter and her husband, resulting, as it too often does, in demonstrating a strange dishonest disloyalty to the parent who devoted much of life's effort to bring them up to maturity, and education, fitting them for their own life struggles. The following is a sample, which must shock faith in humanity in a large degree.—EDITOR.

On the strength of an old man's claim that he was being turned out of his home by his children, Judge Kennedy, in Common Pleas Court Saturday, awarded Henry Mengerink judgment for \$1,000 against his daughter, Mrs. John Wieder, and her husband.

Mengerink declared that he deeded Mrs. Wieder and her husband a house and lot at 3392 W. 54th street, on condition that they support him. Advancing years made him more of a burden and they successively tried to have him declared insane and sent to the city farm at Warrensville, he said. When they sold the house, Mengerink happened to learn of \$750 of the money they got and he attached it. He was given judgment for this and for a life insurance policy which he also had turned over. Judge Kennedy then barred counter claims of \$1,500 presented by the Wieders for taxes and repairs on the property.—*Cleve. News*.

Lost Trade by Strike; Sues United Mine Workers.

Officials of the Illinois United Mine Workers began preparations to defend a unique charge that would make the organization liable for damages to an employer against whom a strike was called. The bill of complaint was received at Springfield, Ill., September 5.

Miners employed by the Boyd Coal & Coke Company of St. Clair county, Ill., were called out last April. That company now sues for damages because of the loss of business due to the strike, and for loss due to alleged broken contracts with laborers.

The court is asked to enjoin the officers of the mine workers from further interference with the mine or from inducing the men to remain away from the mine.—*N. Y. Call*.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

Old Memories Revived.

Oh, Lord above! your blessing.

For we need it every hour;

My body is distressing.

And my stomach kind o' sour.

I just perused the JOURNAL,

From title page to end.

And in poor gab diurnal,

We claim you as our friend.

Some envious jackasses,

Are torturing their brains,

Because they don't get passes,

To ride upon the trains,

While we, in gorgeous splendor,

Can occupy the chairs.

And feel like ducal nabobs,

Or a bunch of millionaires!

John Livingston—my foe John—

Some thirty years ago.

He thought he had us running,

But we were no such foe;

We led him to the clearing,

And made the mule-head scream,

John left us evermore alone,

We men who live by steam.

McGowan was a daisy.

I mean old Franklin B.,

He never acted lazy.

When driving men like me;

But in the neck he got it.

Oh, he paid a tearful price;

Today I'd bet a million,

That he'd like a chunk of ice.

On the Reading and Ann Arbor,

And our ancient foe, the Q,

Men lost good jobs to aid us,

But what could poor fellows do?

There were millions spent to beat us,

But the old flag won the day.

And above the graves of martyrs,

It has held the right of way.

Since old Adam lived in Eden—

And that is a spell ago—

Those old gents enjoyed good feeding—

We have had to dine on crow—

Oh, but we were quick to learn.

And we caught them on the fly.

So, now, begor! we're fit for war.

And a tear we'll never cry.

SHANDY MAGUIRE.

Subjects for the Good of the Order.

LITTLE ROCK, Sept. 25, 1913.

EDITOR JOURNAL: As the Brotherhood continues to grow in numbers and influence, new problems are met that will have to be solved.

The article by Brother Swearingen, of Div. 824, in the September JOURNAL, was both timely and instructive, in calling attention to certain conditions as they exist that have a tendency to weaken the organization. He calls attention to the lessening demand for locomotive engineers caused by the increasing capacity of the motive power of the railroads, together with a partial cessation of railroad building; but he also calls attention to the fact that 40 per cent of our members are extra engineers, which is a serious menace, provided they do not earn a living wage. If an army fights upon its stomach, it is equally time that a labor organization's successful existence depends on its financial condition. The rule adopted in the working agreement between the B. of L. E. and the B. of L. F. & E. providing for the extra boards to be reduced so that an extra engineer can earn at least \$100 per month will prove a power of strength to the B. of L. E., if properly enforced.

Another thing along the financial line that seriously handicaps a Division is loaning money in large amounts to members, or loaning the credit of the Division by some Brother advancing the loan and getting the indorsement of the Division therefor. It is all right and proper to help a deserving Brother in distress by taking money out of the treasury, or by voluntary contributions to relieve his immediate necessities, but not to borrow money and pay interest on it for that purpose, especially when it is liable to cripple the Division financially. Another thing that would be a great advantage financially and would strengthen the Order would be, if it is possible, to devise some way whereby the funds in

the Division treasury could be insured against bank failures.

While I believe the change from one and two to three years between the meetings of our Grand Divisions is a good thing, yet it seems to me that if the terms of office of Division officers were shortened that it would be a desirable change; or what is better still, would be to put into effect the recall for Division officers and Chairmen of the General Boards of Adjustments. Three years is a long time for one set of officers to hold over in a local lodge, and in case a Chief Engineer, Secretary-Treasurer, or a member of the General Committee should fail to measure up to what they should be, and no way at present to be relieved of them until their term of office has expired, is a serious menace to the Order. What has been said of the Division officers applies equally to the Chairmen of the G. B. of A. Of course, it should require a very large percentage of the membership to order a recall election to prevent its being resorted to for frivolous reasons, say 35 or 50 per cent of the membership, and then only after an officer had been in office at least one year.

I have made these suggestions for the good of the Order and for the purpose of encouraging some other member to give his views on these and similar subjects.

Yours fraternally,

ROBT. HERIOT, Div. 182.

The Safety Movement.

OKLAHOMA CITY, OKLA., Sept. 25, 1913.

EDITOR JOURNAL: There has been no movement introduced into railroad circles since I started work nearly forty years ago that traveled as fast and received as strong support as the safety movement. It would seem that humanity as employed in railroading had clutched at it as a last resort to save life and property. Laws, rules and appliances had made but scant improvement. They all failed because the safety appliance given to all men by nature was not applied. That is common sense. No safety appliance will fill the bill if the party using it does not apply common sense.

That is the safety appliance nature depended on for the preservation of life and limb.

I have recently been relieved from duty on a division safety committee and my experience on that committee has thoroughly convinced me that railroad officials mean just what they say; and, while it may better them financially, the main object seems to be a desire to improve the efficiency of the service so that accidents and injuries will decrease.

It does not take much of an expert to figure out that money paid out for injuries is loss to the company as well as to the recipient. Money will not pay for a life or a limb, and the vacancy caused by the injury has to be filled by a less experienced employee, and there is where both company and employee lose, for the hazard is increased; besides, every accident reflects on the standing of the company and the employee with the public, and they are a factor that has to be recognized at this date more than in the past.

There has been some objection voiced to serving on those committees. There is no argument that will change that objection. They look at it from one side and cannot be induced to look over the fence they have constructed. The only remedy is to put them on the committee, for that committee is an educator, and if the chairman, who is usually an official, is able to hold his own and fight back the doubting members will soon see there are two sides to the question.

These committees are also educators in the fact that they bring the official and the employee on common ground and they arrive at a better understanding. There has always been suspicion by each of the honesty of the other's motives, and in the early days of railroading it was party justified. Neither party was as frank with the other as they should be. But to a large extent that has died out and the safety movement should finish it.

There has been a feeling fostered that the companies are working strictly for their interest—not for the interest of the employee. I do not think it is a hard

matter to guess who are the parties at the bottom of that feeling. However, they do not seem to be accomplishing much.

We do not propose to deny that the companies are working in their own interest. Why should they not? But we do not believe they are working to the detriment of the employee. There is such a mutual interest between the company and the employee it would be a difficult matter to improve any condition by the company that would not reflect for the betterment of the employee; although it is hard to make some believe it. On the other hand, it is simply impossible to in any way improve the condition of the employee without improving the condition of the company; and it is still harder to make some officials believe that. They lose sight of the fact that a contented force of employees is the largest asset the company controls, and on those grounds we contend that good wages and good working conditions are first aid to the safety movement. They are also an aid to efficiency, as is proven by the experience of the National Cash Register Company.

Looking at the safety movement from an unbiased standpoint and judging from my experience while a member of the safety committee I can see no good reason why we, as engineers, should not give it our best support. I cannot figure out that there is any class of employees that has to depend so much on others as we have. Our lives depend on the carefulness of each other, and upon the carefulness of everyone connected with the movement of trains. We are compelled to have confidence in everyone, from the superintendent to the section man. If we did not we would not be able to handle our trains. We must feel that the track is safe, bridges safe; that train rights will be respected, meeting points respected, that orders will be obeyed, that trains not in to clear will flag. In short, we must expect everyone, including ourselves, to do their duty and exercise care. Many lives and much property depend on the engineer, and he in turn must have confidence in others. So, why should we not encourage carefulness

and safety? And the way to encourage it is to practice it and set an example. Let the engineers be in the front ranks of safety first. We have led in other movements; others have followed. If we lead in this others will fall into line. We are much talked about today. Magazine writers and newspaper reporters have us on the front page of the public. When you pull into a station everyone is trying to get a look at the engineer. A few years ago they never looked up. Now passengers come up and have a look at, perhaps a talk with the engineer. They want to see what kind of men we are. So much the better for us when they do.

An old, gray-headed dorky came over to where I was looking around the engine I was going out on at Oklahoma City a few days ago. He said:

"Are you the engineer?"

I answered,

"Yes."

"Well," he says, "I just wanted to see an engineer of one of those trains, and you look just like any other man."

He was disappointed.

Now, Mr. Editor, I contend that this very publicity is our opportunity. We as engineers have always been compelled to practice safety. We have to, so much depends on us; but we can go farther. We can encourage others to practice it. We can make others notice that we appreciate the safe man, the one who is careful, no matter what branch of the service he may be in, and by so doing decrease our own hazard, decrease our death and injury list, reduce our insurance assessments and help promote the efficiency of the service, all of which is to our interest; and in doing so we will have, so far as this company is concerned, the officials' support, and it will not cost us a nickel.

Fraternally yours,

W. J. WALLACE, C. E., Div. 578.

Engine is King of Transportation.

JANESVILLE, Wis., Oct. 8, 1913.

EDITOR JOURNAL: As we read the splendid articles as they appear in our JOURNAL from month to month we be-

come enthused with the idea that with the ability and experience of the many railroad men in our Brotherhood why could we not have the best and most interesting JOURNAL published in America? There are so many subjects about which to write one hardly knows which one to start on, but as engineers, we think we had better stick to the engine topic.

We have always believed that as an employee our employers are entitled to our best brain and muscle, providing we have good wages and fair treatment. In these strenuous times of railroading day and night, Sundays and all, we are led to wonder what the outcome will be.

With permission for a little time and space, we will try and show why the engine is king of transportation and should be so treated by the management of the railroads.

In our mind we are fully convinced that the improper care of the locomotive is due to most of our delays and some of our accidents, to say nothing of the enormous expense connected with it. We will say, for example, that an engine, after careful inspection and fully repaired, leaves a terminal with a tonnage train that the engine can handle over the heaviest grade without doubling and is given a fair show. We do not see any reason why that train could not get over the division in eight or ten hours, for in so doing the following benefits are derived: Engine firebox is not clinkered or flues leaking. More time for work to be done on engine. Overtime avoided. Enginemen live instead of exist. Satisfaction to patrons of the road for prompt delivery. Efficiency of the men increased.

Train crews will work with vim when they know there is a chance to get through before everyone is fagged out.

One engine making a successful run over the division is better than three started which meet with failure and delay. We never could see where anything was made by having two trains sixteen hours on the road when three trains could do more work and get through in ten hours each. If engines are on the road all day and most of the

night where is the time for repairs to engines coming in?

How well those of us who have had the experience know that a wornout crew and a dirty fire and leaky flues accomplish nothing but overtime; and we often wonder why the management will wait until force or public sentiment is brought to bear on them before they will arrange to reduce the hours of servitude. We think that officers grow careless in regard to human endurance and are liable to think: "Well, they are paid for it."

There is another important point to consider and that is a delayed train nearly always causes delays to other trains, besides inconvenience to customers. When an engine becomes disabled and has to set out its train following trains are delayed picking up preference cars that had to be set out on account of the engine failure. So one can hardly tell where the trouble ends. Each terminal has different conditions to contend with, for instance, you take a terminal that most of the trains leave between the hours of four and seven in the morning, and return between six and ten at night, it is a pretty hard matter for a foreman to get much repairing done on engines in the few hours of night that he has between the coming in and going out of engines. Most divisions are so short of engines there is no chance to hold them over for repairs.

Were we asked for a solution of this problem we would say get the trains over the division as soon as possible and give the engines more time in the roundhouse for repairs, and the great majority of engine failures will cease.

In a sense we are to blame ourselves. We want big checks payday, and therefore have to work long hours. I say the man who makes forty days per month in hours cannot be a pleasant man at home or at work, as his whole organic system protests against such constant strain, and we all know that a crab or a grouch is not the kind of a man that performs his work satisfactorily. No, Brothers, this body of ours has to be taken care of. It may stand hard knocks

for awhile, but we will be losers in the end from overwork. As we used to say in school days:

"A man overworked—a grouch.
An engine overworked—a scrap heap."

If we do not stop soon the Editor will go to sleep reading this and let it slip into the waste-basket; but let me say in closing that in order for the locomotive to take its place at the head of a train and do business to its destination it must be handled and kept in repairs by men who have had actual experience on the road. The sooner this fact is realized the sooner delays to engines will cease. Men may know every detail about the complicated lathes and machines but this knowledge will never keep up the running repairs on an engine. But let an engineer explain to an engineer foreman what is necessary to be done and things will be repaired before serious damage and delays occur.

Hoping to hear more from the Brothers along this line, I remain

Faternally yours,
A. G. WILKINSON, Div. 710.

Bro. John Mims, Div. 432.

ATLANTA, GA., Oct. 6, 1913.

EDITOR JOURNAL: Enclosed please find a photo of John Mims, a member of Div.



BRO. JOHN MIMS, DIV. 432, AND WIFE.
—Courtesy E. H. Acker.

432, at Birmingham, Ala., and his wife, Mrs. Abi Mims, together with a brief sketch of their past, which I hope to see published in the JOURNAL.

Having been associated with Brother Mims from the first and more or less to the present, I am impressed that this token is due them, although a very feeble one, it being my first effort at anything of the kind.

Thirty-two years ago John Mims began his career as a locomotive engineer on the old Georgia Pacific Railway, then under construction between Atlanta, Ga., and Birmingham, Ala., which became a part of the Southern Railway system in 1894, and is one of its heaviest traffic divisions.

How little did Brother Mims know at that time of his future and the record he would some day leave behind that should, and most probably would, go down in history as an inspiration to coming generations, and to the gratification of his numerous loved ones and friends!

Beginning on this line in its infancy, he also in his infancy as an engineer, having just been promoted thereon, was put ahead on construction work supplying tracklaying force with material, thereby running the first wheels over many miles of this new line and, in doing this, he assumed many grave and hazardous risks and surmounted many obstacles which cannot be appreciated except by those who have had actual experience in railroad building in the South. With John Mims, however, these things were no barriers. Endowed as he is with gentleness and meekness, so unassuming in his nature, he never seemed oppressed, nor did he lag under the trials through which he was daily called to pass but, on the other hand, always genial and happy, ever ready and never failing to extend a helping hand and a word of good cheer and encouragement to all.

Loyalty to duty has been the predominating factor in his life—loyal to his God in trusting and following in His way, and to his company in rendering to them a service void of reprimand and covered with many heroic deeds; to his family as husband, father and provider in its full-

est sense; to his fellowman in strictly adhering to the Golden Rule, ever responding to charity and distress, not alone from appeals, but in many cases run down by his own vigilance; and today we find him at the age of 62 traveling on toward his three-score-and-ten, hale, hearty and happy, still occupying the right hand side of an engine *running over the same roadbed on which he started*, holding down a choice run which he has so proudly won both by merit and by age, he being long since the oldest in the service.

Starting in life a poor man with very limited preparations, he has by untiring energy and the help of a faithful wife, a true helpmate and a shrewd business woman, who is revered by all who know her, fought down many adversities, and by strict economy and judicious investments, little by little, from time to time, which has proven successful and helpful, been able to rear a family of three children well prepared for future life, in addition to laying up a competency sufficient, yea, amply sufficient for their future years here, which is hoped shall be as long yet to come as they have been well spent in the past.

Mr. and Mrs. John Mims are members of the First Christian Church of Atlanta, having affiliated with this great movement in its origin here. They have contributed regularly to its maintenance and to all its adjuncts, not merely in a financial way but by actual personal service as well. Mrs. Mims is now one of the chief pillars and support of the Christian Orphanage, located primarily through her influence here.

Fraternally, A. H. E.

Bro. Alfred Piper, Div. 191, Retired.

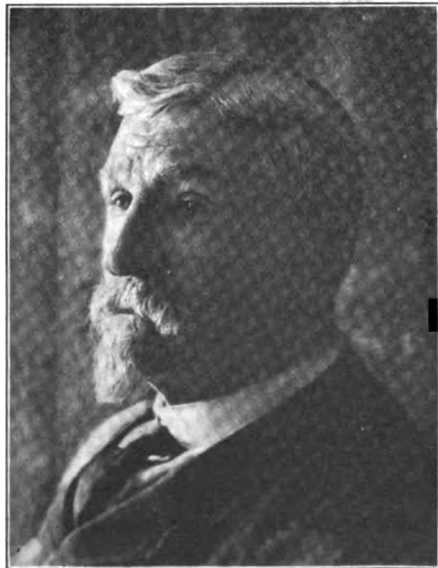
EDITOR JOURNAL: Among the recent additions to the retired list is Alfred Piper, of North Leominster, Mass., a member of Wachusett Div. 191, B. of L. E., and one of the oldest engineers on the Boston & Maine Railroad. He was granted a pension on August 1, 1913, after 39 years of continuous service on the Fitchburg and Boston & Maine roads.

Mr. Piper was over 75 years old at the

time of his retirement, having been born at South Ashburnham, Mass., on Jan. 15, 1838.

His interest in railroading seems to have manifested itself at an early age, for as a ten-year-old boy he often ran away from the home chores, in total disregard of parental discipline, to watch the building of the railroad through his native town. His early occupation of chairmaking was three times interrupted by short periods of service as brakeman and fireman on the ~~Che~~shire Road, in 1865 and 1866.

In February, 1874, the lure of the rail being still strong upon him, he entered the service of the Fitchburg Road as fireman, and was promoted to engineman in 1875. Promotion was not then a matter of book and rule as it is now. For two years he ran on "extra" freights through the Hoosac Tunnel, then just opened, to North Adams, Mass. This was followed by seven years on the construction train during the building of the double track from Fitchburg to Greenfield, and for 24 years he ran on the "pusher," which helps freight trains up the long, steep grade between Athol and Royalston. In 1908 he took the Ashburnham Branch run, where he remained up to the time of his retirement. His record has been



BRO. ALFRED PIPER, DIV. 191.

singularly free from accidents, and he has always been known as careful and conscientious in the handling of his engines.

Mr. Piper is a veteran of the Civil War, serving in Co. G, 21st Regt. Mass. Volunteers. A FRIEND.

Bro. R. W. Killmer, Div. 245.

CHARLESTON, ILL., Sept. 11, 1913.

EDITOR JOURNAL: The accompanying picture is that of Bro. R. W. Killmer, who has just been made an honorary

the Syracuse & Binghamton R. R. (now part of the D., L. & W.) in 1864, as an apprentice at rate of pay of \$1 per day. The new master mechanic reduced it later to 50 cents per day. Remained with this company about seven or eight months and then went to Meadville, Pa., and procured a position on the Atlantic & Great Western (now the Erie) as hostler. Remained there about six months. Then went to Jacksonville, Ill., and procured a position with the C. & A. Ry. Remained there about a year, and



R. W. KILLMER, DIV. 542.

member of the G. I. D. He has many friends here and elsewhere who will be pleased to see his picture in the JOURNAL and to know that he has been loyal to the Order for so many years. Brother Killmer became a member of Div. 19 in 1872; later transferred to Div. 25; transferred to Div. 245 in 1889. Brother Killmer is very proud of the honor bestowed on him, and Div. 245 is proud to have such a member in their Division.

Fraternally,

C. E. LONG, S.-T. Div. 245.

Bro. R. A. Bixby Honorary Member G. I. D.

EDITOR JOURNAL: Bro. Richard A. Bixby was born in Bainbridge, N. Y., April 25, 1848, and entered the service of



BRO. R. A. BIXBY, DIV. 344.

then went to Omaha and secured a position with the U. P. Ry. in the shop. Remained there about a year and then returned to the C. & A. Ry. at Jacksonville, and took a position of watching an engine. Was promoted to fireman and to running after two years' service. This was in 1871. Remained there 10 years and then went to Ft. Scott on the Ft. Scott & Memphis R. R. Only remained with the Memphis about six months and returned to the Alton and ran there about two years and then went to the Ft. Scott & Western (now Missouri Pacific). Remained there five years and then went to the Santa Fe in 1888 and remained there until September, 1912, when he was pensioned by that railroad.

He is still a member of Div. 344, Wellington, Kans.

Many little interesting incidents happened during the 48 years of railroading, 42 of which were spent running an engine. Noticeable is the scale of pay when first running, \$60 per month, work or play, mostly work. During his service he has never injured nor had an employee injured or killed while working on his train. No serious collisions occurred during his career. One accident happened while crossing a bridge which was undergoing repairs, the blocking came out and allowed the engine to drop four feet to the piling below. The fireman standing in the gangway fell off, went through the ties to the water 20 feet below, swam out uninjured. While on the Santa Fe he laid off one trip, and the engineer who relieved him was injured by the engine jumping the track and turning over, pinning the engineer underneath, which necessitated the amputation of part of the foot. On one of the runs on the Alton he got down to oil around and found a man on the front end of the engine with a trunk. Put him off and when he stopped again found him on again with his trunk. He was a great big Dutchman and had a Saratoga trunk, and in spite of efforts to keep him off he got his ride.

Brother Bixby is now located on a farm near Lockesburg, Ark., where he expects to spend the balance of his life.

Well Deserved Honors to Bro. James Silcott.

EDITOR JOURNAL: Bro. James Silcott, of Div. 78, Louisville, Ky., was treated to a very pleasant surprise at a recent meeting of that Division when he was presented with a badge denoting that he had been made an honorary member of the Grand Body of the the B. of L. E., after more than 40 years' continuous membership in the organization.

Brother Silcott was taken by complete surprise and one very unique feature of the occasion was the presentation of the badge by Bro. T. J. Bissett, general chairman of the L. & N., who in a few appropriate remarks presented the badge,

stating that Brother Silcott's name had been familiar to him since his childhood, he having officiated as best man, and his wife as maid of honor, at Brother Bissett's father's wedding in Louisville almost a half century ago, and also having joined the Brotherhood while Frank A. Bissett, his uncle, who was the first Chief Engineer of Div. 78, filled that office during the year 1866.

Brother Silcott was promoted to the position of an engineer in 1854, entering the service of the L. & N. in that capacity in 1859, and continuing in serv-



BRO. J. M. SILOOTT, DIV. 78.

ice there until about five years ago, when the company retired him on a liberal life pension. During this time he had many thrilling experiences too numerous to enumerate, among which was the handling of Government troops during the Civil War. He has received many tokens and expressions of appreciation from his superior officers for the brave, loyal and skillful manner in which he has always performed every duty imposed upon him.

As a Brotherhood man, an engineer, and as a good honorable citizen Brother Silcott's life stands out as a shining example to the younger man of today, while his many friends and comrades feel honored in having been associated with him, and join us in extending

to him our hearty congratulations on receiving the well deserved honor, and our most sincere wishes for many long years of peaceful and happy life with his estimable family here before going to reap the reward that awaits him on the golden shore.

M. J. O'HEARN, Sec. Div. 78.

Bro. Terry Dolan, Div. 503.

IONIA, MICH., Sept. 10, 1913.

EDITOR JOURNAL: Bro. Terry Dolan commenced firing on the M. C. Railroad



BRO. TERRY DOLAN, DIV. 503.

in April, 1865, was promoted to engineer in 1868, ran a switch engine for the M. C. until the fall of 1869, went from there to the U. P. and ran a locomotive there for ten months, returned from there to Jackson and went to running for the old Jackson, Lansing & Saginaw, now the Michigan Central. He was there until the spring of 1872, ran the first locomotive north of Bay City, left there soon after the Michigan Central got control of it, and went to running for the Detroit, Lansing & Lake Michigan, now the Pere Marquette, remained there until the fall of 1873, from there he went to the Detroit & Milwaukee, now the Grand Trunk, returned to the Detroit, Lansing & Lake

Michigan in the spring of 1875, and has remained with that company until the present time. He joined the B. of L. E. in the summer of 1872, in Detroit Div. 1, helped to organize Div. 168, at Ionia, Mich., was first Chief Engineer of 168, was transferred back to Div. 1, and withdrew again to help organize Div. 503, at Ionia, and was first Chief Engineer of Div. 503. He was delegate to the New York and St. Louis Conventions, and has been an active member of Div. 503 until the present time.

Brother Dolan was elected Alderman for the city of Ionia, and served in that capacity from April 1888 to April 1890. Re-elected and served from April 1895 to April 1901. His tenure of office in this capacity was perfectly satisfactory to the people of this city. Fraternally yours,
C. L. DOLSON, S.-T., Div. 503.

Bro. S. B. Johnson, Div. 160.

WASHINGTON, D. C., Oct. 1, 1913.

EDITOR JOURNAL: The accompanying picture is that of Bro. S. B. Johnson, an old veteran of Capitol Div. 160. Brother Johnson was born August 26, 1836, in the State of Maryland. He spent his boyhood days on a farm. At the age of 20 he began as a brakeman on the B. & O. Seven years later when our country was in a turmoil of war Brother Johnson accepted a position as fireman in the United States military service, in which capacity he served for about one year, when he was promoted to an engineer on a military road in the State of Virginia, where he served until the war closed.

Brother Johnson saw the Government rolling stock sold to private railroads.

He was then honorably discharged from the Government service as an engineer.

In the winter of 1865-66 he secured a position in Richmond, Va., disconnecting and preparing engines for shipment that had been bought from the Government. Later in 1866 he was fortunate enough to secure a position as engineer on a short line between Alexandria, Va., and Washington, D. C., known as the Alexandria & Washington Railroad, only seven miles long.



BRO. S. B. JOHNSON, DIV. 160.

He served there successfully until the road was bought by the Pennsylvania Company and extended to the Quantico, Va. He then ran a through train to Quantico, after which he was transferred to the B. & P. R. R. and ran between Baltimore and Washington. After the Pennsylvania Company bought the P. W. & B. and consolidated the line Brother Johnson was put on one of the fast runs between Washington and Philadelphia which he ran successfully until he was retired.

Brother Johnson as a railroad man was very successful and like many of our old Brothers here had the distinction of hauling many of our distinguished men in and out of Washington.

Brother Johnson having served the B. of L. E. faithfully for 40 years was due for a medal of honor which was forwarded to him last July. On presenting it to him Div. 160 had a social entertainment at which a large number of people were present. Brother Wills, our Congressional Representative, being present, presented Brother Johnson with the medal of honor and in a few well-chosen remarks made our dear old veteran feel happy and proud that he was a B. of L.

E. man and that he had been spared to reach the point that entitled him to a medal of honor and that God had spared and protected him to reach the age of 77 years, which he is now enjoying at his quiet home, 110 Carroll street, Washington, D. C.

Fraternally,
W. C. JASPER, S.-T. Div. 160.

Bro. Jesse Edsal, Div. 424.

JERSEY SHORE, PA., Oct. 3, 1913.

EDITOR JOURNAL: If you can spare a little space in our JOURNAL for the following I am sure it will be read with interest and I do not think our first retirement should go unnoticed. I do not want to make any Brother feel old or even realize that the years are swiftly passing and the time is fast approaching when we too shall reach the retiring age. Let us all hope to finish with a record as clean as that of our dear Bro. Jesse Edsal, whose photo accompanies this article.

Brother Edsal is the first engineer of our Division to be taken out of the service and placed on the pension list, after about 40 years of active service on the road.

He was born March 30, 1843, and



BRO. JESSE EDSAL, 424.

started railroading somewhat later in life than some of us, at the age of 35, on the Northern Central Railroad as fireman.

Although having started in the wood-burner period he never fired a wood burner, but has many stories to tell of a diamond stack, slipped eccentric and four-wheeled cars coupled with three links, and "my engine," with the accent on the *my*.

In 1883 Brother Edsal entered the service of the Fall Brook Railroad, afterward absorbed by the N. Y. C. & H. R. R. R., and has been a faithful engineer for this company to the present day, the most of this time having been spent between Newberry Junction and Jersey Shore.

At one time he ran a passenger train between Newberry Junction and Williamsport alone, acting as engineer and fireman, conductor and brakeman; and it reminds us of the progress that is being made to have a Brother that has seen the engine grow from a small diamond stack to our modern Mallet compounds, to say nothing of the air brake and other improvements, including superheaters of our modern system.

"Jesse," as he is known among the boys, has been one of the faithful B. of L. E. men, and Div. 424 is proud to claim him as one of their number.

Although Brother Edsal is threescore years and ten, we hope he will live long, with no more loads to haul, and that he will always find a clear track to pull in on.

Div. 424 joins with me in wishing him many happy days.

Fraternally,

L. EDWARD SCHERER, Div. 424.

Bro. Thos. Nuckles, Div. 352.

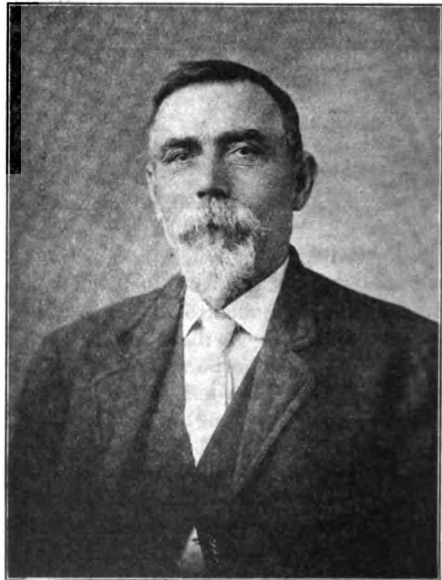
MARTINSBURG, W. VA., Sept. 9, 1913.

EDITOR JOURNAL: Having been retired from the service and honored by my Division 352, I thought I would give you a few thoughts on my experience and brotherly treatment by both members of the Order and officials of the B. & O. Railroad.

I entered the employ of the B. & O. R. R. in July, 1868, as fireman and was

promoted to engineer in October, 1872.

I ran an engine for 37 years and during that time was road foreman of engines and assistant trainmaster. I served the B. & O. Railroad Company for 40 years and saw a great many changes among the officials. I was fortunate enough to get along with them all successfully as long as I attended to my duties. It is natural for railroad employees to have preference among the officials. Mine was Thomas Fitzgerald, C. W. Galloway, F. E. Blazer and President Willard. They were always good and kind to me and to my family, and



BRO. THOM. NUCKLES, DIV. 352.

any favors I would ask of them they were only too glad to grant if it was in their power.

Under Mr. Potter's ruling when he was general manager and third vice-president those with a record of 40 years' service he believed in placing on the pension list; so I was placed on the pension list in 1909.

Since that time I have been running a lunch-room and notions. I am near the B. & O. R. R. station and the railroad men have assisted me and my family in my line of business, which I appreciate very much.

I have been a member of the Brother-

hood for 33 years and I know it to be a good organization.

On the 15th day July I was 64 years old, and I gave my family and the Brothers and Sisters of Div. 352 a birthday supper. There were 45 present and they all enjoyed themselves. The Brothers of Div. 352 presented me with a beautiful leather rocking chair, the presentation being made by Chief Engineer M. S. Devers in behalf of the Brotherhood for the respect and sympathy they had for me in my old age, and if I had any leisure time so that I could rest myself. I responded to Brother Devers and the Brothers in behalf of my family and myself, and the chair will always remind me of the respect the Brothers showed me and my family on this occasion.

Bro. H. H. Harper, assistant chairman, and Bro. H. W. Fauver were unable to be present, but they were remembered when they got in with the good things to eat reserved for them.

Yours fraternally,

THOS. NUCKLES, Div. 352.

Reminiscent.

BY J. W. READING.

While I was in the Northland I found the drinking water so impregnated with alkali that it jarred on my nerves to drink it. In the Southland it was not much better unless it came from a rain-water tank, a thing about as necessary to those Southern homes as the roof itself.

Dig a well in southern Texas and go as deep as you please and the water will come up to you about the same temperature as the air. The drinking water problem in the extreme southern portion of the South is responsible for the consumption of beer in extraordinary quantity.

In the Northland the hotels and better class of boarding houses furnished some very good meals. In the South it was some different. The condensed milk, butterine, oleomargarine, bacon and cornpone, etc., are a few of the ingredients that are recorded on my memory. There was nothing very bad about any of the articles named. All

the Northern man had to do was to get used to that kind of a diet, like the climate itself. He had to get acclimated to it in order to feel at home; but to the Lake Superior born and bred individual the acclimation process was a tough proposition when the climate, water, food, cooks and waiters were taken in conjunction with the mosquitoes, fleas, jiggers and many other strange and wonderful creations of the animal, insect and reptile nature.

The jigger, like the flea, is quite well known in other than southern climes. He is a popular and well-known inhabitant of Kansas, Oklahoma and some other States farther north than Texas. However, we of the lake region are not liable to make his acquaintance unless we try to get acclimated to the climate where he lives and his habits at one and the same time.

The encyclopedia says "jigger" is a nickname, that it should be spelled "chigre," from the Spanish language, meaning small, and says further: "A name given in the West Indies to a species of apterous insects of the flea kind, which takes its name from the penetrating of the skin of the feet and breeding there unless speedily taken out. It is a source of great annoyance to the poor negroes."

If the jiggers of Kansas, Oklahoma and Texas would confine their operation to the feet alone they might be endured with better grace and their reputation for general cussedness would be improved about seventy per cent. If you want to learn more about the jigger just ask the brothers who fight his friendship 365 days out of the year. Being with this apterous (meaning wingless) cousin of the flea only eight months, I fear that commenting further on his jiggership might be taken as an exaggeration by our Brothers who are better acquainted with his mode of getting his living and his business methods in general.

The cooking of the food as I found it in the Lone Star State, and which probably has not changed materially since 1882, was done principally by "cullud" ladies, good bad and indifferent,

who are described by my old friends Sweet and Knox as follows:

"There is quite a variety of colored cooks infesting the kitchens of the southern end of the United States of North America at the present day. They vary in color from the somber shades of a burned stump in a dark alley at midnight to the mellow tints of a ripe pumpkin tinged with the rays of the rising sun. They vary in other respects. The young one is more impudent and less respectful than the old one. When she comes in search of a place she is apt to say that a "cullud washlady told her that the white woman what lives here wanted to hire a cook." But they all resemble each other in one particular—their ignorance of cookery is twenty per cent above proof, and their unconsciousness of their ignorance may safely be said to register at least 145 degrees Fahrenheit in the shade. . . .

She seldom stays at one place more than three months at a time. When hired she promises to come on Thursday, the day the old cook intends leaving, but she does not come until the following Monday evening, when she arrives with a small trunk with wall-paper pasted over the outside of it. During the first few days she acts so that her mistress absorbs the idea that the new cook is a treasure. But her satisfaction in and her admiration of her treasure receives successive and severe shocks as the idiosyncrasies of the cook's character begin to develop. She can cook a chicken, but all the colored people can do that. It is a talent that is hereditary. Beyond that her capacity is limited. She breathes on the plates and polishes them on her sleeve before setting the table. She develops religious proclivities which necessitate her attendance at church three times on Sunday, at prayer meeting on Wednesday and choir practice on Saturday night. She is also a member of the 'Benevolent Order of the Sisters of the Mysterious Ten Wise Virgins,' the weekly meetings of which require her attention on Tuesday nights. Thus her mistress has only three evenings in the week on which she feels at liberty to

entertain her friends at her own house.

The favorite dissipation of the colored cook, besides religious observances, consists of sitting down on the kitchen doorstep to rest and going to sleep there while the biscuits burn to a cinder and the coffee boils over and mixes with the cabbage and other fruits in the adjacent skillet. She has days on which she suffers with a 'misery in her head,' probably caused by too much religious observance on the previous evening, and on these days she takes a gloomy view of life, breaks dishes, forgets to put Royal baking powder in the batter cakes, and manufactures coffee of the kind that leaves successive circles of an alluvial deposit on the inside of the cup. It is not well to remonstrate with her on these occasions. If you do she will talk to herself confidentially in a low tone of voice during the next two days about being overworked.

In the cotton picking season nothing short of lessons on the piano, the use of the parlor to receive her company, and seven nights out in the week will induce the average colored cook to remain at her post of duty and continue in the destruction of expensive groceries.

Cotton picking, with banjo accompaniments, and the dance at night in the barn, has attractions that no pecuniary offer will outweigh, and the cotton field is to the cook what the fashionable watering place is to her young mistress. . . .

Honesty is the colored cook's strong point. She can be trusted with a dollar to take to market in the morning and she will invest fifty cents in provisions and cheerfully turn over fifteen cents of change to her employer on her return. The appetite of the colored cook is something that the columns of this paper are too limited in extent to describe."

The friend and Brother who found me a position in the "Sunny South" had been previously employed by the Michigan Central Company. He was one of the Brothers who labored under the tyrant Edgerly and held that it was more honorable to sacrifice a job than to "sell his birthright for a mess of pottage." Along with many other good Brothers he

found employment on other lines where the heads of the mechanical departments were more friendly to the B. of L. E. To these true-blue Brothers belong the honor of holding the charter of Div. 2.

Edgerly had publicly announced that he would have the charter of Div. 2 returned to Cleveland draped in mourning, and it is only fair to state that the prompt payment of dues and assessments by those scattered victims of Edgerly's tyranny was all that prevented the complete disruption of old No. 2, the Division that was founded in the city where the first germ of life was given to the first and greatest of all labor organizations.

The name of the Brother who sent for me to come to Texas was Arthur L. Tibbets.

Brother Tibbets since 1882 has been employed by the C., M. & St. P., Northern Pacific and Illinois Central. Was with the last named company about 14 years. He was compelled to give up a good suburban run on account of failure to stand the eyesight test. At present Brother Tibbets is running a stationary engine at Chicago, Ill., and has no hopes of ever getting back upon a locomotive. He lives at 11251 Vernon avenue, and without doubt would enjoy getting a letter from the many friends with whom he has worked for the past 35 or 40 years.

I mention the name of Brother Tibbets partly because he helped me to a situation at a time when I was very desirous of making a change and partly because he has always been a consistent member of our Brotherhood. And now in his old age when the partial loss of his eyesight puts him out of a position it seems cruel to think that a lifetime given in the cause has no better reward at the end.

Through the fights made by the members of the B. of L. E. conditions and wages have been made better all over our country. The boys in the South have not been behind the boys in the East, West and North in demanding justice. There was no overtime paid on the G. C. & S. Fe 32 years ago. During a severe rainy period the winter I was there what was called the Brazos River bottoms was an enormous mud hole with the track out

of sight in places, and it was often that night trains were sidetracked until daylight before being allowed to proceed through those lowlands. I was held quite frequently and made a personal effort to have some allowance made for the hours I was held out. It was the same, however, with delays of any kind. It was so much to go over the division. Today it is different, not because the railroads were anxious to concede better wages and pay for overtime, but because our Brothers made a united demand for what was right and got it.

This is history and it reads alike in all parts of our land. All of the old Brothers need no prompting to remember events. The younger Brothers must take charge of the wheel of the grand old fighting ship and steer it carefully through the breakers of the future.

Engineer Rewarded.

A. E. Baer, an engineman on the Louisville & Nashville, has received a reward of \$1,000 from the postoffice department for having captured a train robber last September. It is said that Baer had already received a reward of \$500 from the railroad company. — *Railway Age-Gazette*.

BRO. C. J. LESTER, member of Division 554, who has been incapacitated as an engineer, desires to announce to Brothers visiting Hot Springs, Ark., that they may find good accommodations at Lester's Home Hotel, 340 Benton street; \$5.50 to \$6 per week.

Railroad Men's Home.

HIGHLAND PARK, ILL., Oct. 1, 1913.

EDITOR JOURNAL: The following contributions were received at the Home during the month of September, 1913:

SUMMARY.	
Grand Division, B. of L. E.	\$ 50 00
Grand Division O. R. C.	262 66
O. R. C. Divisions.	12 00
L. A. to O. R. C. Divisions.	5 00
B. of R. T. Lodges	5 00
James Costello, Div. 270, O. R. C.	1 00
Alfred S. Lunt, Div. 456, B. of R. T.	1 00
J. F. Clark, Div. 441, O. R. C.	1 00
C. S. McKay, Div. 119, B. of L. E.	1 00
Total	\$338 66

Respectfully submitted,
JOHN O'KEEFE, Sec. Treas. & Mgr.,
Railroad Men's Home.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, Mrs. M. E. CASSELL, 227 18th avenue, Columbus, Ohio.

Matter for the Grand President, address to Mrs. W. A. MURDOCK, 3331 Fulton street, Chicago, Ill.

For the Grand Secretary, Mrs. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, Mrs. JENNIE E. BOOMER, 1509 Morse avenue North Side, Chicago, Ill.

Pulfillment—A Thanksgiving Song.

BY CLAUDIE THARIN.

While blushing May
Tripped on her way.
She planned for grim November's feast,
Then June caught up
Her jeweled cup
And from its mystic depths released
Pellucid dews and golden showers,
That fell on field and wildwood flowers.

Oh, skies of June!
Oh, woods a tune!
We miss you not this festal day;
Your sweets are stored
In garnered hoard
Of shining nuts and scented hay;
The woods are mute
But ruddy fruit
And luscious treasures of the vine,
And yellow yields
From fertile fields
Lie piled upon the homestead's shrine;
So summer's rich
And golden cheer
Cling round the feast day
Of the year.

Thanksgiving Day.

Our Thanksgiving Day comes from the Puritans and has always had special reference to the harvest. In olden times if the harvest failed there was no thanksgiving, but we have outgrown that narrow view of the day and we feel that Thanksgiving Day will never be omitted no matter what calamity falls on the country. Similar to our Thanksgiving was the feast of the Israelites after they got established in the Holy Land over 3,000 years ago, when at the close of the harvest they feasted on corn, wine, oil and fruits.

The Greeks and Koreans also hold a feast in honor of Ceres, goddess of grain.

The Saxons had a harvest home and after them the English. Our observance of the day set apart for thanks, is largely of a religious nature, and yet many people have made the remark, "Why should I observe the day? I have nothing to be thankful for." Dear one, there is always something to be thankful for. Sorrow and disappointment come to us all, but there is no life so dark that it is without one ray of sunshine. Did you ever think what it is to have a single friend in the world? If you have but one, be thankful for that one.

Life is mostly struggle and strife, and that is why we should look on the bright side as often as possible.

Thanksgiving Day is the day when we should put out of sight everything that is not bright and joyful. It is the best day of the year for family gatherings. Happy are those who can bring their loved ones back to the home nest for this one day of all the year. Give thanks for what you have and forget what you have not. For one day look only on the bright side of life, and a feeling of happiness will remain with you for many a day.

Thanksgiving.

The treasures of the harvest time
Are heaped in goodly store,
Earth lays her tribute at our feet
In plenteousness once more.

The hearth is swept, the board is spread.
For friends from far and near;
And loving hearts are hastening home,
Perhaps in many a year.

Oh! 'tis the true Thanksgiving time,
When round the old hearthstone
We greet the loved of other days,
And clasp hands with our own.

—E. A. DAVIS.

Thrift of Old Days in Disuse.

Thrift is so old-fashioned and so simple a virtue that in these days of show and dash it is at a discount. Many wish they had taken advice on this subject early in life and in after years offer it to those who are still young with the hope that here and there someone may be benefitted. Nearly all of the wealthy men of the world say that the hardest part of their fight was in accumulating the first \$1,000. Yet the task is not really hard. If a young man deposits \$10 a month in an institution paying three per cent, compounded semi-annually, in just over seven years he will have his thousand dollars to use as capital. There are hundreds of our railroad people who could get this financial start without any hardship if they would practice a little thrift.

We read recently of a family servant in Baltimore who came from Germany 27 years ago and is now returning to the fatherland with \$10,000 which was accumulated by steady saving, augmented by the interest paid by the bank. She dressed well, spent enough on pleasure to give her health and happiness, and is now independent for the rest of her life. Is it not worth while to try this plan of steady saving when it brings to one the certain satisfaction that one will not become an object of charity when the time arrives that marks the end of earning capacity.

There is nothing sordid in either preaching or practicing such a doctrine.

Wealth may have little meaning in itself, but it stands for many things that all healthy people prize. It means protection for one's family against the hardship of poverty and the degradation of dependence.

It opens many doors of happiness and self-culture; it makes possible many forms of helpfulness toward other people and worthy causes.

Three things seem almost necessary

for responsible citizenship: To own one's own home, to carry adequate life insurance, and to have a little capital that can be used to weather a period of illness or to educate one's children.

The railroad authorities estimate that there are 430,000 tramps in America, and these men are invariably over 35 years of age. Investigation shows that most of these started out as young men who drank up their money or wasted it in other ways as fast as they earned it.

A savings account while in their early manhood would have kept the majority of them out of vagabondage. Thrift, therefore, is a personal virtue and a civic duty.

Hospitality.

Our way of living has changed; the forms of our home life and the manner of receiving our friends have changed; but through all the shifting phases of the human family, the essence of hospitality has remained the same—to break bread and to converse. There have been hundreds of innovations in the way of entertaining one's guests—monkey dinners, barnyard dances, vaudeville stunts, amateur plays, and games—always games both with and without stakes. But these are free shows, not hospitality. Hospitality is enjoying with others that which is our own; dividing with them the bread for the body, sharing with them the experiences and fancies of the mind. True hospitality is where one from the outside is welcomed into the home circle. He brings with him something of pleasure and thought and fellowship which he leaves in that home; he takes away with him a share of the cheer and warmth of the fireside. To sit down together and break bread—one's own bread—and then sit together before the fire—one's own fire—and tell of that which has happened on our pilgrimage, and speculate on what is yet to come; that, whether in an Indian's wigwam or a baron's castle, is the end and soul of hospitality.—*Collier's*.

The Most Beautiful Thing.

That's some dress you've got on, little girl—it sure is. That delicate, clinging,

crinkly stuff is the prettiest cloth on the store counters; that silk Persian sash of many colors so gracefully swathed about the center section of your anatomy would knock the spots off Joseph's coat. You are corseted and tailored according to the most extreme model in the advance August fashion books.

But your neck is too low and your sleeves are too short, and your skirt is far and away tighter than skirts ever were meant to be. And that graceful slit exposing your dainty left ankle shows a stocking above your pump that is almost transparent enough to read through. And you haven't any more petticoat than a rabbit—you know you haven't.

Oh, you're some swell, you are. Have you noticed how the loafers around the grove rubber at you, as you trip demurely by on your way to the uplift lectures? And have you been thinking, little foolish one, that they were rubbering out of pure admiration? Ask your brother about it. If he's got any sense he'll tell you some things that will be hard on your vanity and good for your soul. And if you've got any sense you'll take his word for it; you'll lay that dress away and don something that's wide enough around the bottom to allow room for two petticoats and one pair of legs.

For there never was a dress designed, little girl, that is half so beautiful as a young girl's modesty.—William Allen White in the *Emporia Gazette*.

Clubwomen at the Polls.

The women of Geneva lost their election fight for a free public kindergarten by a majority of 69 in a total vote of 407. Valuable explanations are given, all of which are made unnecessary by one fact: Out of the 600 clubwomen in Geneva only 180 went to the polls. The ballot isn't any use unless it be used.—*Chicago Inter-Ocean*.

Doors and Windows.

To keep the eyes open and the mind ajar to all sweet and gracious influences is to admit the moral sunlight and

the spiritual fresh air where most we live.

Some of us believe that we need castellated architecture and wide velvet acres and abysmal forests round about us, and ample space for the soul to spread her wings, that happiness may know no limitations: and some of us are well aware that there may be room enough and peace enough with love in a cottage. It is not the size of the house, but the amplitude of the spirit that matters. Happiness upon this earth depends on soul-content, rather than body-comfort.

Prudent householders may keep the windows of their houses spotless and translucent, letting the windows of the innermost being remain begrimed and cobwebbed, so that they behold nothing in the world fairly and truly and clearly. Why should not the doors of the mind, for the exit or the entrance of ennobling thought, be as hospitably wide-flung as the portals of the dwellings that are made with hands? Never was there an age that held so firmly to the creed of the open air, and the medicine of the sun, as this era that we live in. But it isn't just the body that needs the tonic, unpolluted atmosphere.—*Philadelphia Ledger*.

Children are Pampered.

The Eskimo child is the idol of the home, and is allowed to do absolutely as he pleases. He is never punished, and his whims and wishes are consulted with all the concern given an adult, says the *Wide World*. In spite of this indulgence, the children are remarkably obedient. Perhaps the patriarchal manner of living—father and mother, aunts and uncles, and grandmother and grandfather in one house—tends to make them so. The word of the old folks is law, and is never questioned. They have lived a long time, the Eskimos reason, and therefore speak with the authority of experience.

All this is very nice in the ordinary walks of life, but rather embarrassing sometimes in school work. When a tot of four or five plays truant from school, and the visiting teacher, complaining to the parents, is gravely told to ask the

small despot if it is his royal pleasure to come to school or not, the situation becomes ludicrous. The only resource is to become a hated truant officer, or, better, to make your work so interesting that the children cannot stay away.

I remember I used to lie awake at nights thinking up new ways of presenting old subjects, usually in the form of action plays and instructive games. A native child cannot hold his interest in any one subject for any length of time; his wild, free nature craves a variety of interest. Nevertheless, they are wonderfully quick in perception, although lacking the white child's ability to reason out a problem and to give concentrated attention, which, after all, is the gift of civilization.

Sunny Skies and Snow Capped Mountains.

It is late in September and the day and surroundings are so beautiful that I am wishing all my friends could be here with me in Livingston, Mont., to enjoy what I consider a "perfect day." Never was sun more bright or sky more blue, while just beyond (seemingly a step but in reality fifteen miles away) the snowy crest of Mount Baldy meets our view, looking as if a bridal veil had been thrown over it.

This beautiful day and awe-inspiring view seems to me to be nature's balm for tired, sorrowing hearts. They call this Paradise Valley, and no wonder that those living here seem happy and satisfied as the Creator has placed the grandeur here for an imaginative feast.

M. E. CASSELL.

A Family Reunion.

The week following Sept. 7, 1913, was notable for a very pleasant event, which took place in Des Moines, Ia., as this week marked the close of a family reunion, in which I was deeply interested, being a member of the family.

This reunion took place at the home of L. H. Bradshaw, 1120 Virginia avenue. There were present five brothers and two sisters, the first time all had been together since May 1, 1861.

The men of this family have been notable fighters both in the Revolutionary and Civil wars.

The great-great-grandfather of the present generation was Robert Morris, one of the signers of the Declaration of Independence, who gave his fortune to the cause of liberty.

A very happy week was spent in recalling humorous incidents of the long ago, and events in the family history; also sad in the knowledge that this perhaps

would be the last time all will be together.

During my visit to Des Moines, I was royally entertained by the members of Div. 113, as well as Div. 216, at Valley Junction.

On the evening of Sept. 9 a reception was given me by the Sisters of Div. 113, Sister T. C. Miller, President, having tendered her lovely residence on the East Side for the occasion.

The house was beautifully decorated with colors of the Order, with flowers in profusion. An elegant three-course luncheon was served during the evening. The favors were cards representing an engine filled with morning-glories, typical of the early hours in which the engineers are sometimes due to leave home for their runs. Everything was done to make the evening most enjoyable, and at a late hour all departed for their homes well pleased with the efforts of their genial hostess to make this evening one of pleasant memories.

On Sept. 10, accompanied by Sister Fowler, Vice-President of Div. 113, I made an official visit to Div. 216, having previously notified them I would be there on that date. We spent a very pleasant day, and although the attendance was small, owing to illness and absence from the city of some of the members, I felt the visit would be beneficial to the faithful workers who were present, and are struggling to keep their Division in existence. I was much pleased with the spirit manifested by those who were present regarding the questions of greatest importance to us as an Order, and hope the few words of encouragement I could give them would be like seed sown on good ground, that would take root and flourish.

On September 16, I met with Div. 113, at their regular meeting, and had a very pleasant afternoon. Two Sisters from Div. 216 were present. There were two applications received at this meeting and three new Sisters initiated, which makes a total of 12 members admitted during the present year, and some yet to hear from.

The work of this Division was done splendidly, and proves that Sister Miller and her associate officers are hustlers.

I found everything in good condition, and so much harmony existing among the members that one could feel the spirit of peace on entering the room, and the time passed all too soon until the last good-bys were said.

I hope these Sisters may always cherish the fraternal spirit which now exists, remembering that as we give to others of the fullness of our love, so shall we be blessed in return.

I hope the last of the year may be as prosperous as the beginning, and still

more Sisters added to their roll of membership.

There is nothing I enjoy more than to visit a good, live Division. It is not always in numbers that this condition is most noticeable, but in the way in which the true principles of sisterly love are carried out.

Our purpose in coming together is for mutual benefit, to bring to the members words of encouragement and good cheer, and to learn of you the conditions and environments by which you are surrounded, and we find the greatest difficulty we have to contend with is non-attendance.

Now, dear Sisters, you should attend the meetings of your Divisions as often as possible, even though you have to make a great effort to do so. Do not become lukewarm, and think your absence will not be noted, as each Sister has an influence and an individuality that will fit into the structure, and without you, the building will not be complete.

You know there is no standing still, we must go onward; otherwise, you will soon become disinterested, and, you who stay at home can see how easy it is to lose interest, but there is a reason why this condition should not prevail.

If you fail to meet with the Sisters when in prosperity, you may find it hard to reap a harvest when the storms of adversity and sorrow overtake you, "for as you sow, so shall you also reap," applies to all our deeds and actions. If your intentions are good, break away from neglect of duty and attend meetings as often as your home duties will permit, and you will find a reward in time of need, while those who can, and will not attend, cannot expect much sympathy when her sunshine turns to shadows. There is no other association with whom you might affiliate that will bring you the same degree of confidence, or the same returns for the amount of energy expended, than the people with whom you are so closely bound in ties of fraternal love; supplemented by your personal interests, and every member should work with one purpose in view, to make better the conditions of people in her own class.

By your co-operation we would build a barrier of protection around the homes of our members, so that when trouble comes there will be a wall of strength to meet it, and for this reason we would bind in one harmonious sisterhood the wives of all members of the B. of L. E.

Always remember, that by united effort we shall accomplish all our aims and purposes, and rise above the little things that now so greatly enthrall us. "With charity for all, and malice toward none," I am yours in F. L. & P.,

MRS. HARRY ST. CLAIR, Grand Sec.

Notice.

The next meeting of the Middle Atlantic Circuit will be held under the auspices of Manila Div. 244, in Penn and Fulton Hall, Pennsylvania avenue and Fulton street, Brooklyn, N. Y., Monday, November 10, at 10 o'clock a. m., all-day session.

A cordial invitation is extended to all who can attend. SEC. OF CIRCUIT.

Membership for the Quarter Ending September 30, 1913.

Number of members in good standing on July 1, 1913.....	22,673
Number of members admitted during third quarter.....	369
Number of members forfeited during third quarter.....	110
Total membership on Oct. 1, 1913.....	22,932
Actual increase for the third quarter.....	259

When we take into consideration that the past quarter is one in which so many Divisions get dispensations to adjourn meetings, and in this way lose interest, from which it takes time to recover, and that we have lost two charters entirely during this quarter, we feel that we have done well to hold our own, and hope now that the hot summer is at an end, and Sisters will feel more like work, we may expect renewed interest, and that by the close of the year we may be able to report more substantial gains.

Yours in F. L. & P.,
MRS. HARRY ST. CLAIR, Grand Sec.

School of Instruction.

A school of instruction will be held in Philadelphia, Nov. 21, in Davis Hall, 3930 Lancaster avenue, under the auspices of Div. 27. All Divisions are invited. It will be an all-day session, convening at 10 a. m.

MRS. S. W. PINE, Sec. Div. 27.

Division News.

FRIDAY afternoon, September 5, when Div. 520, Emporia, Kans., closed its meeting, a delightful surprise was given our President, Sister L. L. Collier, who expects to leave us soon. Sister F. C. Becker, in a pleasing manner, presented Sister Collier with a beautiful silk umbrella in behalf of the Division. Sister Collier graciously accepted the gift, and expressed her gratitude and appreciation of the feelings which had prompted the gift, and hoped that they might continue to prosper in the future as they had in the past. The members with a few of

the Brothers who ventured up were invited to the dining-room where cake, cream and iced tea were served.

Brother McKenna made a splendid talk for the good of the Division, and only wished that more of the Brothers could attend, as these social gatherings are bright spots in our lives and only draw us more closely to each other.

On September 10 our Division was entertained by the Vice-President, Sister Hawley, in honor of Sister Collier, who leaves for the West soon. The parlor and dining-room were beautifully decorated with ferns and colors of our Order. We certainly hate to lose Sister Collier, who is one of our good members, and has served us faithfully as President since we were organized. The afternoon was spent in games, music and social conversation. Some very fine music was rendered by Sister M. O'Donnell. Sister Bowen Hyde won the prize in the guessing contest. At 6 o'clock a delightful three-course lunch was served.

Each member spent a delightful evening. These socials bring the members closer together, but we hope we will not lose any more of our Sisters. Our loss is some one else's gain. At an early hour all departed for their homes with loving thoughts and kindest wishes for the success of Sister Collier. MEMBER.

WE wonder how many of our Grand Officers are honorary members of Divisions.

Our First Assistant Grand Vice-President, Sister Cook, of Concord, N. H., has been so honored being elected to honorary membership in Green River Div. 281, of Greenfield, Mass.

Sister Cook has visited our Division regularly for a number of years and aside from a pleasing personality has been of great assistance to us by timely suggestions and kindly interest in our welfare. She has the love and esteem of us all. MRS. EDWIN WARREN.

THE Canadian union meeting is now on the records of the past, and was one of the largest and best ever held in Canada.

G. I. A. Divs. 346 and 407's floor work was perfection exemplified and all through the union meeting their entertainment was of the highest order.

The beautiful altar cloth of white satin and gold made and donated by Mrs. W. Parsley, Div. 346, was drawn for by Mrs. W. A. Murdock, our beloved Grand President, the winners being Ideal Div. 389, Concord, N. H. And our hearty congratulations go with it to all the members of Div. 389.

We take this opportunity to thank

our American Sisters who so kindly helped us with this altar cloth, and their many kind and loving good wishes for the success of our union meeting. Also our grateful thanks go out to our own Canadian Division who so nobly stood by their Sisters and helped us financially.

Yours in F. L. and P.,
MRS. HENRY WHEATLEY,
President Union Meeting Com.

THE 36th circuit union meeting of the Pittsburgh Division was held in the I. O. O. F. Hall, on September 10, under the auspices of John W. Campbell Div. 482, of Pitcairn, Pa. We also celebrated our third anniversary on this occasion. There was a large attendance, 99 Sisters representing the following Divisions: Harrisburg, Altoona, Conemaugh, Greensburg, Derry, Wilkensburg, Freeport and Pitcairn, of course.

Sister Wilson, President of V. R. A., was with us, and gave an interesting and instructive address on Insurance. The different forms were exemplified in a very creditable manner by the officers of each Division present.

The large hall was beautifully decorated with the four colors of our Order, and pink carnations, ferns and many other pretty plants.

After a very successful meeting all were dismissed, and a bountiful hot chicken dinner was served to all, in a very pleasing manner, by the ladies of the Lutheran church. The Sisters then dispersed to their different homes, all well pleased with the 86th union meeting.

Yours in F. L. & P.,
Sec. Div. 482.

ON Thursday, September 25, Sister J. P. Mead, the popular President of Dora Hall Div. 519, Douglas, Ga., entertained the members of the Division at a 5 o'clock dinner. The parlor and dining-room were tastefully decorated with ferns and cut flowers.

As the guests arrived, general conversation was indulged in for some time, when the hostess began distributing pencils and cards, announcing that we were to have some questions on the constitution and by-laws of the G. I. A. Of course, with one accord the Sister began making excuses, but really we proved that we did know a little about our Division's rules and regulations. First prize, an exquisite vase, was won by Sister F. C. Williams; second prize, a beautiful wine goblet, by Mrs. T. B. McCauley. All declared they were going home and go to studying.

After the examination, we were invited into the dining-room, where all did ample justice to the tempting viands prepared

for our refreshment. Oysters were served first, followed by chicken salad, cheese straws, pickles, jelly, creamed potatoes, spaghetti, tomatoes, hot biscuit and coffee with whipped cream, and last, gelatin with whipped cream and pound cake. Many words of praise were heard as the dinner progressed. One Sister said: "This is the first of these G. I. A. entertainments I have attended, but it surely won't be the last." Another Sister wanted to board at a 5 o'clock dinner.

Those present were: Sisters F. C. Williams, A. McPhail, R. B. Hill, T. B. McCauley, L. B. Kendricks, T. R. Sikes, A. C. Winn, J. S. Pridgon, J. A. Sikes and J. P. Mead. We were sorry Sister S. H. Strickland was detained at home on account of sickness, and Sisters Edenfield, Fouts and Folsom were out of town.

The approaching dusk reminded us that even 5 o'clock dinners must come to an end, so we bade the hostess a reluctant good-by, assuring her one and all that the afternoon had been thoroughly enjoyed. MRS. J. A. SIKES, Sec. 519.

On Wednesday evening, September 3, a most enjoyable social was held in the Odd Fellows' Hall under the auspices of Restigouche Div. 530, of the G. I. A. to the B. of L. E., when the ladies had as their guests the members of Snowdrift Division B. of L. E., with their families, also Sugar Division B. of L. F. & E., with their families. The hall was beautifully decorated with red, blue, white and purple, colors of the Order. The platform, stands and piano were banked with potted plants and a wealth of cut flowers, the whole a very pleasing mass of colors.

Mrs. J. A. Gilker, President of Restigouche Division, extended to those present a warm and hearty address of welcome, after which the following program was rendered in a most pleasing and efficient manner:

Piano Solo	Florine Doherty
Vocal Solo	Jean McDonald
Reading	Isabel Fraser
Vocal Solo	Lulu Gilker
Piano Solo	Mary Price
Reading	Marguerite Henry
Violin Solo	Mrs. Milton Doherty
Piano Solo	Gladys Kean
Vocal Solo	P. Mullin
Recitation	Mrs. Milton Doherty
Flower Song	By three little girls
Misses Jean McDonald, Jessie Smith and	
Garland Lutz.	

At the conclusion of the above program, Mrs. Gilker, in behalf of the Ladies' Auxiliary, presented Snowdrift

Division with a set of officers' jewels, and Mrs. Cool presented a beautiful Bible, a gift from Mrs. Gilker to Snowdrift Division.

Although taken somewhat by surprise, Mr. Mathews, C. E. of the Division, rose to the occasion, and in a most grateful and feeling manner expressed thanks and appreciation for the beautiful gifts. He also thanked the Ladies' Auxiliary for the very lively interest taken in Snowdrift Division. Short addresses were also given by Mr. Gilker and Mr. Devereau. In the course of his remarks the latter said: "It is not yet a year since Restigouche Division was organized, but already its influence for good is being felt among us and we are beginning to take deeper interest in everything connected with our Division. We are gradually being inspired to work together more heartily for the good of our Order. And now, in closing," said Mr. Devereau, "I hope and trust that the Ladies' Auxiliary will never have to appoint a grievance committee."

At the conclusion of the addresses, dainty yet bountiful refreshments were served, and then a few dances were indulged in, much to the enjoyment of everybody, and a very pleasant evening was brought to a close by singing the national anthem, which was followed by three cheers and a tiger for the Ladies' Auxiliary. "EYE."

THE following is a sketch of a vacation trip taken on the Queen & Crescent route, going north from Marshall, Tex.

Having passed through Louisiana and Mississippi, which is too near home to be of any interest, we entered the State of Alabama, and oh, the ever-changing scenery after leaving Collinsville, Ala. We saw low mountain ranges and the most picturesque cottages scattered along their base, and the fertile farm lands lying in the valleys covered with acres of corn and other products.

Now we come to the little village of Ft. Payne. Its little station wholly built on native rock is in itself a picture. We passed through several small town before crossing the border into Tennessee and finally reached historical Chattanooga, where there is a decided change in the scenery. The mountains are loftier than ever, almost of solid rock, and the top of Lookout mountain, looming in the distance. We fully intended to stop over here on our return trip, but owing to unavoidable circumstances we were unable to do so.

After crossing the Tennessee river there is a stretch of desolate country, but we soon entered a continuous mountain range, whose rocky sides at one

point rises straight up, we are told, 1,559 feet on either side of the roadbed. To my mind one of the most deplorable things in the world is not to have the ability to express properly that which is a part of your innermost being, but this railroad jungle penned by John G. Saxe, describes in a few words that which I would be unable to do in a week. It runs like this:

Rushing through the forests,
Rattling over ridges,
Shooting under arches
Rumbling over bridges—
Whizzing through the mountains,
Buzzing o'er the vale;—
Bless me this is pleasant
Riding on the rail.

After leaving Chattanooga we passed through twenty-seven tunnels and very beautiful country. However, I can not refrain mentioning New High Bridge, which crosses the Kentucky river. This bridge is noted as being the highest bridge in the country. It was first built in 1877 at a cost of \$425,000, but has since been rebuilt at a cost of more than a \$1,000,000. The quaint little village on its north bank was formerly the home of Daniel Boone, and the little old log cabin in which he lived is still there in the little park not far from the station. After leaving High Bridge for several miles the white limestone cliffs afford a fine view rising several hundred feet high, and with the silvery streams winding in and out and the fertile farms that dot the landscape is an added charm to the picture.

There are many points of interest which could be mentioned, but time and space will not permit. At last we reached great Cincinnati. Much could be written of this place which is different from any city I had ever visited. My chief pleasure was our visit to the Zoological Garden, which is indeed an interesting place to spend a few hours. From this point we obtained a magnificent view of the entire city.

Our next stop was in Detroit, Mich., which was very brief, but every moment spent there was enjoyed to the fullest extent. Next came Cleveland, O., where we were entertained royally by relatives and friends. We took several auto rides through its many beautiful residence sections, boulevards and parks, and also visited beautiful Lake View Cemetery, wherein lie the remains of the late President Garfield.

We also spent several days in Bay City, Mich., with relatives, and attended the county fair and other social functions. Also had the pleasure of attending at West Bay City, Valley City Div. 63, Auxiliary to the B. of L. E., where at

the close of the meeting dainty refreshments were served, followed by an automobile ride over the city. Many thanks, Sisters, for all courtesies extended, and hope to meet you again sometime in the near future.

Our next stop was at the lovely little village of Mason, Mich., where most of my childhood and early married life was spent. It is a very beautiful little town and would appeal to all in point of civic attractiveness. We also visited relatives in this locality who are farmers and who have lovely homes with every modern convenience that can be had in the city. And the sanitary way in which their stock is managed is in itself a revelation. From here we left for the Sunny South. Our vacation was most delightful, but we longed for home, and verily there is no place like home.

MRS. E. J. GUNN, Div. 196.

MRS. ELIZABETH AREHART, of Div. 419, wishes to let the Sisters know that they are still in existence.

On June 18 we gave a lawn fete at the home of Sister Hicks for the benefit of the Orphans' Fund. It was a grand success, although we had a shower at the close of the evening.

On August 22, Brother and Sister Custer invited Div. 419 to an outing held in the boat house of the Ohio River Launch Club. The afternoon was spent in launch riding and a social good time. At 6 p. m. an elegant supper was served. In the evening the Brothers of Div. 480 arrived and the time was spent in tripping the light fantastic and other social games. It was whispered to the Sisters of Div. 419 that it was Brother and Sister Custer's 23d wedding anniversary.

Past-President Sister Hunt presented them with a dozen cut-glass sherbet glasses, and to say they were surprised is putting it mildly. However, Brother Custer regained his speech and thanked the Sisters and Brothers for the beautiful gift, after which refreshments were served. The hour for departure came all too soon and our only regret was that not more of our Brothers and Sisters could be with us. We all wish Brother and Sister Custer many more happy and prosperous years of wedded life.

SEC. Div. 419.

DIVISION 422, Revelstoke, B. C., circulated a petition in May asking for help for a needy Sister, and up to date 316 Divisions have responded, and the sum of \$1,300 has been realized, which is in the bank as the G. I. A. Gould Fund.

We wish to thank the donors to such

a worthy cause, and will advise through the JOURNAL just what we decide to do with the proceeds.

Yours in F., L. and P.,
MRS. U. B. DONALDSON, Sec. Div. 422.

ON July 21, the members of Roll Div. 262, Cincinnati, O., accepted the invitation of Brother and Sister Lindner to spend the day with them at their beautiful home in Glendale.

Members with their families arrived early in the day and found that everything had been provided for their pleasure and comfort, swings, croquet, quitoes and a bountiful lunch. All enjoyed themselves and when night came reluctantly took their departure, feeling that the day had been most beneficial to all who availed themselves of Brother and Sister Lindner's hospitality.

A MEMBER.

THE Sisters of G. I. A. Div. 161, Toronto, Ont., recently presented Bro. James Baker with a beautiful cane on the occasion of his birthday and retirement from active service on the Grand Trunk Railway on pension. The following letter accompanied the presentation:

Mr. James Baker:

DEAR OLD FRIEND AND BROTHER: We, the members of the Ladies' Auxiliary to the B. of L. E., wish to congratulate you on your having attained your majority birthday. We have just learned that you as an old, faithful, trusted and highly respected employee of the G. T. R., have been honorably retired on the pension list, which means that you are about to reap the reward which is handed out to those who have proven themselves worthy of the same, and you can rest assured that our earnest wish is that you may live long to enjoy your well-merited rest and reward.

We can also assure you that you are and always have been held in the highest esteem by the Sisters of the Auxiliary who have known you as a pleasant, jolly, helpful companion to her who has shared her life with you no matter how dark or how bright and cheery life's pathway has been.

We now request that you accept from us this cane as a slight token of the kind and loving remembrance of this your 65th birthday, and as life's pathway becomes strewn with years may it be a rod and staff indeed, pointing you to that higher and better place where years do not burden you down.

Wishing you many happy returns of your birthday season,

We are lovingly yours
SISTERS OF THE G. I. A.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., November 1, 1913.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than October 31, 1913.

ASSESSMENT No. 846.

El Dorado, Ark., Sept. 1, 1913, of tuberculosis, Sister Emma N. Brown, of Div. 457, aged 32 years. Carried one certificate, dated May 20, 1910, payable to Richard A. Brown, husband.

ASSESSMENT No. 847.

Cumberland, Md., Sept. 14, 1913, of nephritis, Sister Sarah Haller, of Div. 388, aged 54 years. Carried one certificate, dated April 17, 1907, payable to Frank P. Haller, husband.

ASSESSMENT No. 848.

Ft. Madison, Ia., Sept. 18, 1913, of cancer, Sister C. B. Gumore, of Div. 69, aged 58 years. Carried two certificates, dated April 30, 1901, payable to C. B. Gumore, husband.

ASSESSMENT No. 849.

Pueblo, Colo., Sept. 22, 1913, of tetanus, Sister Mary A. Gutchall, of Div. 34, aged 63 years. Carried two certificates, dated Sept. 5, 1896, payable to Mrs. G. W. Loy and Mrs. Mary Wagner, daughters.

ASSESSMENT No. 850.

Brooklyn, N. Y., Sept. 25, 1913, of cancer, Sister Etha T. Lord, of Div. 244, aged 60 years. Carried one certificate, dated Jan. 13, 1902, payable to F. J. Lord, husband.

ASSESSMENT No. 851.

Wilkes Barre, Pa., Sept. 26, 1913, of myocarditis and catarrhal gastritis, Sister Elmira Hunter, of Div. 109, aged 52 years. Carried one certificate, dated Oct. 29, 1910, payable to A. V. Hunter, husband.

ASSESSMENT No. 852.

Sunbury, Pa., Sept. 28, 1913, of cancer, Sister Annie Conser, of Div. 42, aged 69 years. Carried one certificate, dated Feb. 19, 1902, payable to Nellie M. Conser, daughter.

ASSESSMENT No. 853.

Fort Scott, Kans., Sept. 28, 1913, of intestinal nephritis, Sister Eva Devers, of Div. 227, aged 56 years. Carried two certificates, dated March 8, 1900, payable to Daisy Devers, daughter.

ASSESSMENT No. 854.

Conemaugh, Pa., Sept. 29, 1913, of acute catarrh of bile ducts, Sister Mary Wike, of Div. 89, aged 84 years. Carried one certificate, dated March 26, 1896, payable to Hannah Miller, daughter.

ASSESSMENT No. 855.

Louisville, Ky., Oct. 7, 1913, of cerebral hemorrhage, Sister Kate Cain, of Div. 132, aged 54 years. Carried two certificates, dated Feb. 28, 1893, payable to Mary, James and Joseph Cain, children.

Members will pay their Insurance Secretaries on or before November 30, 1913, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 820 and 821, 9.705 in the first class, and 4.845 in the second class.

MRS. GRO. WILSON, Pres. V. R. A.
MRS. JENNIE E. BOOMER, Sec'y and Treas.,
1627 Sherwin avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Its and Answers on the No. 6 E-T Equipment.

BY T. F. LYONS.

PUMP GOVERNOR.

Q. If the pipe leading from the feed valve pipe to the excess pressure head of the governor breaks, what effect will it have on the pump?

A. The pump will stop when the main reservoir pressure reaches about 45 pounds.

Q. If this pipe breaks what should be done?

A. Plug or close the broken pipe and put a blind gasket in the pipe leading from the automatic brake valve to the governor.

Q. If the upper pipe to the excess pressure head of the governor breaks and is plugged and the lower pipe blanked, what will control the pump?

A. The maximum pressure head.

Q. If the pipe leading from the automatic brake valve to the excess pressure head of the governor breaks, what should be done?

A. Plug the broken pipe toward the brake valve, the pump will now be controlled by the maximum pressure head of the governor.

Q. If the pipe leading from the main reservoir pipe to the maximum pressure head of the governor breaks, what should be done?

A. Plug the main reservoir end of the pipe.

Q. If this pipe breaks and is plugged, what will control the pump?

A. The excess pressure head will control the pump when the automatic brake valve is in any one of the first three positions, namely release, running or holding position. In lap, service and emergency position also when the main reservoir cut-out cock is closed, the pump will have to be controlled by the pump throttle.

Q. If, with the automatic brake valve

in running or holding position the brake pipe and main reservoir pressures do not stand 20 pounds apart, what should be done?

A. Remove the cap nut on the excess pressure head of the governor and turn the adjusting nut up or down, as may be required.

Q. If with the automatic brake valve in lap the maximum pressure desired is not obtained, what should be done?

A. Remove the cap nut on the maximum pressure head and turn the adjusting nut up or down, as may be required.

Q. If the pin valve in the governor leaks, how will it be indicated?

A. By a constant blow at the vent port of the governor.

Q. If the vent port of the governor is stopped up, how will it affect its operation?

A. The steam valve will be slow in opening, which might permit a considerable drop in main reservoir pressure before the pump will start.

Q. If the governor fails to stop the pump at the proper pressure and the adjusting springs are properly adjusted, where would you look for the trouble?

A. In the waste pipe to the governor being frozen or stopped up.

AIR PUMPS.

Q. If when steam is first turned on, the pump makes a stroke up and stops, where would you look for the trouble?

A. The shoulder on the reversing rod may be worn, the opening in the reversing plate too large to engage the shoulder on the rod, loose reversing plate studs preventing the piston traveling far enough to reverse the pump or the main valve stuck in its position at the right.

Q. If a pump makes a stroke up and a stroke down and stops, where is the trouble?

A. This may be caused by a loose reversing plate or the button on the lower end of the reversing rod worn or broken off or the nuts off the piston rod in the air end of the pump or the main valve stuck in its position at the left.

Q. If a receiving valve in a cross-com-

pound pump breaks or sticks open how may it be located?

A. The air will blow back to the atmosphere as the piston moves toward the defective valve and may be detected by holding the hand over the strainer.

Q. If a receiving valve breaks what may be done?

A. Remove the broken valve, blocking the opening made by its removal and as there are two upper and two lower receiving valves the pump will now take air through the other valve.

Q. If an intermediate discharge valve breaks or sticks open how may it be located?

A. No air will be taken into the pump as the piston moves from the defective valve and may be detected by holding the hand over the strainer.

Q. If an intermediate discharge valve breaks what may be done?

A. Remove the broken valve, blocking the opening made by its removal and as there are two upper and two lower intermediate discharge valves the air will now pass from the low pressure cylinder to the high pressure cylinder through the other valve.

Q. If a final discharge valve breaks what effect will it have on the pump?

A. Will cause the pump to stop when the main reservoir pressure reaches about 40 pounds.

Q. If a final discharge valve breaks what may be done?

A. As the receiving valves and final discharge are the same size, the broken final discharge valve may be replaced by one of the receiving valves, blocking the opening made by the removal of the receiving valve.

Q. If a cross-compound pump runs slow what may be the cause?

A. This is generally caused by the packing rings in the high pressure cylinder leaking or leaky final discharge valves.

Q. If the strainers are clogged with ice or dirt will the pump compress any air?

A. The pump will run very fast and heat, but no air will be compressed.

H-6 BRAKE VALVES.

Q. If the handle of the brake valve

does not operate easily what should be done?

A. Lubricate the rotary valve and key gasket with valve oil through the oil hole in the valve body, and in the rotary valve key; also the sides of the handle latch.

Q. If the pipe to the equalizing reservoir breaks what should be done?

A. Blank the broken pipe by placing a blind gasket in the connection at the brake valve, plug the brake pipe service exhaust port, and use the valve carefully in emergency position when making service stops.

Q. If the brake-pipe pressure is reduced too rapidly what will be the result?

A. The brakes will apply in quick action.

Q. If when making an application, in the manner just described, the brake valve is returned to lap position quickly, what may result?

A. This may cause some of the brakes at the head end of the train to release.

Q. If when operating the automatic brake valve with the equalizing reservoir cut out, that is braking carefully in emergency, will the black hand on the large duplex gauge indicate properly, the reduction, as the brake is being applied?

A. It will not; however, the black hand of the small duplex gauge is piped direct to the brake pipe and will show the reduction as it is being made.

Q. If there is a leak at the brake-pipe service exhaust port when the valve is in release, running or holding position where is the trouble and what may be done?

A. The trouble no doubt is caused by dirt on the seat of the brake-pipe exhaust valve, and can usually be stopped by closing the cut-out cock below the brake valve, and making a heavy service reduction, then returning the valve to release position. This will cause a strong blow at the service exhaust port which usually removes the dirt and allows the valve to seat.

Q. If air starts to blow at the service exhaust port when the valve is moved to lap position, where would you look for the trouble?

A. Would look for a leak in the equalizing reservoir or its connections.

Q. If when the automatic brake valve is moved to service position and air exhausts from chamber D through the preliminary exhaust port but no air exhausts from the brake-pipe service exhaust port, and the hand on the gauge indicating equalizing reservoir pressure does not drop, where would you look for the trouble?

A. This indicates leakage of main reservoir air into chamber D caused by a defective body gasket, and may sometimes be remedied by tightening the bolts in the brake valve.

Q. If the above trouble exists, how may a service application of the brake be made?

A. By using the brake valve carefully in the emergency position.

Q. If the brake valve is not provided with a service exhaust fitting, how will the service braking be affected?

A. The brakes may apply in quick action when the brake valve is moved to service position, especially with a short train.

Q. If when making a service application of the brake, the brake-pipe exhaust closes suddenly and then begins to blow again, what does it indicate?

A. That the brakes, or at least part of them, have applied in quick action, and may be caused by a defective distributing valve—where the quick-action cap is used—or a defective triple valve in the train.

Q. If the rotary valve leaks what effect will it have, brakes applied and valve in lap position?

A. May cause a release of the brakes.

Q. If it was desired to test the rotary for leakage, how would you proceed?

A. A leaky rotary should be tested for by placing the brake valve handle in service position and allowing it to remain there until the brake-pipe pointer drops to zero, then close the cut-out cock below the brake valve, and place the brake-valve handle in lap. If air starts to blow at the brake-pipe exhaust port, it indicates a leak through the rotary valve or the lower body gasket into the brake pipe; if an increase of pressure is

noted on the equalizing reservoir gauge, it indicates a leak through the rotary or middle body gasket into the equalizing reservoir and chamber D; if the brake-cylinder pressure shows an increase or causes the safety valve to blow, it indicates a leak past the rotary valve, through the blow down timing port, into the application cylinder of the distributing valve.

FEED VALVE.

Q. If with the engine alone, the brake pipe and main reservoir pressures equalize, and when coupled to a train, the brake-pipe pressure will remain at that for which the feed valve is adjusted, where is the trouble?

A. This is caused by light leakage of main reservoir air into the brake pipe, and when coupled to a train, the leakage of which is greater than the main reservoir leakage into the brake pipe, this will not be noticed. This leakage may be found in the automatic rotary valve which is permitting the main reservoir air to leak past into the brake-pipe port in the rotary valve seat; leakage past either of the two lower body gaskets in the automatic brake valve may also cause these pressures to equalize. However, the trouble will generally be found in the feed valve or the gasket between the feed valve and its bracket.

Q. If the feed valve allows the brake-pipe pressure to vary over two pounds what does it indicate?

A. That the feed valve is not sufficiently sensitive, and no doubt wants cleaning.

Q. If the feed valve charges the brake pipe too slowly when nearing the maximum pressure where is the trouble?

A. This indicates a loose fitting supply valve piston or a dirty condition of the regulating valve.

DISTRIBUTING VALVE.

Q. If the supply pipe to the distributing valve breaks what should be done?

A. As this will cause a loss of main reservoir air the pipe should be plugged.

Q. If the supply pipe breaks and is plugged can the locomotive brake be applied in a service application? In emergency application?

A. The locomotive brake cannot be applied in service application, but if the distributing valve is equipped with a quick action cap and an emergency application is made the air coming from the brake pipe will apply the brake.

Q. If with the engine alone and the supply pipe broken, can the locomotive brake be applied; if so, how?

A. Yes; with the engine alone the brake can be applied providing the distributing valve is equipped with a quick action cap. To apply the brake move the automatic brake valve to emergency position and then return it to holding position until the brake pipe is recharged to about 45 pounds, when the handle should be moved to lap position. The moving of the brake valve to emergency position causes the equalizing piston in the distributing valve to move to emergency position also, and in so doing, move the emergency valve in the quick action cap to open position, thereby creating an opening from the brake pipe to the brake cylinders; then by admitting air to the brake pipe it is free to flow to the brake cylinders, applying the brake. The end of the supply pipe toward the distributing valve must be plugged.

Q. If the brake pipe be recharged above 45 pounds what will be the effect?

A. The brake will release down to a pressure of about 15 pounds.

Q. If the distributing valve is not equipped with a quick-action cap can the locomotive brake be operated with the supply pipe broken?

A. Yes, the locomotive brake can be operated by first plugging the supply pipe connection to the distributing valve, also the distributing valve exhaust; then remove the application piston; to do this it is necessary to first remove the application valve cover and take out the application valve and its stem, then replace the cover; next remove the application cylinder cover and take out the application piston, then replace the cover. Desiring to apply the brake, move the independent brake valve to quick application position, air coming from the reducing valve will flow through the application cylinder pipe to the application chamber and cylinder, and as the

application piston is now removed the air will be free to flow to the brake cylinder port and to the brake cylinder, applying the brake.

Q. If the locomotive brake be applied in the manner just described how may it be released?

A. By placing the independent brake valve in release position.

Q. If the application cylinder pipe breaks, what effect will it have on the locomotive brake?

A. The brake cannot be applied with either the automatic or independent brake valves.

Q. If the application cylinder pipe breaks and is plugged can the locomotive brake be operated?

A. Yes, the brake can be applied and released with the automatic brake valve.

Q. If this pipe breaks can the locomotive brake be applied with the independent brake valve?

A. This depends on where the pipe is broken. If the break is between the distributing valve and the tee, where the pipe branches, one part leading to the independent brake valve, the other part to the automatic brake valve, or between the tee and the independent brake valve, the use of the independent brake valve is lost; but if the break is between the tee and the automatic brake valve, if the pipe be plugged, the brakes may be applied and released in the usual manner with the independent brake valve.

Q. If the distributing valve release pipe breaks, what will be the effect?

A. The holding feature of the brake will be lost, that is, the locomotive brake will release when the automatic brake valve is moved to release position, the same as with the old G-6 equipment.

Q. If the release pipe breaks should it be plugged?

A. No, as when this pipe is plugged, any leakage of air into the application cylinder or chamber will cause the brakes to creep on and the creeping on of the brakes is so often responsible for the loosening of tires, that anything which tends to bring about this condition should be avoided.

Q. If the pipe breaks and is plugged

can the locomotive brake be applied and released?

A. Yes, the brake can be applied with either the automatic or independent brake valve, but can be released only by placing the independent brake valve in release position.

Q. If the release pipe is broken and not plugged can the independent brake be applied?

A. Yes, by placing the brake valve in quick application position the brake will apply, but there will be a waste of air through the broken pipe, and the brake will release when the valve is returned to lap.

Q. If the brake cylinder pipe breaks can the locomotive brake be applied?

A. This depends on where the pipe breaks, if between the cut-out cock and any one of the brake cylinders, close the cut-out cock to that cylinder, and the other cylinders may be used. But if the pipe breaks at the distributing valve the locomotive brake will be inoperative.

Q. If the brake cylinder pipe breaks and is not plugged, as when the brake is inoperative, what must be done?

A. The cut-out cock in the distributing valve supply pipe must be closed.

Q. If the supply pipe cut-out cock is not closed, what will result?

A. There will be a great loss of main reservoir air through the broken pipe.

Q. If the brake pipe connection to the distributing valve breaks what should be done?

A. Plug the end leading from the brake pipe; the locomotive brake must now be released by placing the independent brake valve in release position.

Q. If this pipe breaks and is plugged can the locomotive brake be applied with the automatic brake valve?

A. A service application of the brake can not be made, as now there is no connection between the brake pipe and the distributing valve; however, if the brake valve handle be placed in emergency position the blow-down timing port will be open to the application cylinder, thus causing an application of the brake.

Q. If the brake is applied in the manner just described, can it be released with the automatic brake valve?

A. No; it must be released by placing the independent brake valve in release position.

Q. If the brake pipe connection to the distributing valve breaks and is plugged can the independent brake be operated?

A. Yes, the brake may be applied in the usual manner, but will have to be released by placing the brake valve in release position.

Q. If there is a blow at the distributing valve exhaust port when the brake is released, where would you look for the trouble?

A. This would indicate a leaky application valve, or where the distributing valve is equipped with a quick action cylinder cap, a leak past the emergency valve will cause a blow at this port.

Q. If there be a continuous blow at the distributing valve exhaust port when the brake is applied, where would you look for the trouble?

A. This would indicate a leaky exhaust valve.

Q. If the locomotive brake released with either brake valve in lap position, where would you look for the trouble?

A. Would look for a leak in the application cylinder pipe or in the application cylinder cover gasket.

Q. If the brake remained applied in lap position, but released in release or holding position, where would you look for the trouble?

A. Would look for a leak in the distributing valve release pipe.

Q. If after making a light brake application the brake cylinder pressure continued to increase to about 45 pounds, where would you look for the trouble?

A. Leakage past the rotary valve or the lower body gasket of the independent brake valve will cause this trouble.

Q. If after making a 10 pound reduction, the brake cylinder pressure increases to about 60 pounds, where would you look for the trouble? This when using a 70-pound brake pipe pressure.

A. This would indicate leakage past the equalizing slide valve in the distributing valve.

Q. If after making a light application, the brake-cylinder pressure increased to the adjustment of the safety valve,

where would you look for the trouble?

A. This trouble may be caused by leakage past the rotary valve or either of the two lower body gaskets in the automatic brake valve.

Q. If the locomotive brake creeps on with the automatic and independent brake valves in running position, where would you look for the trouble?

A. This is caused by a non-sensitive feed valve allowing the brake-pipe pressure to vary, which causes the equalizing piston and slide valve to move to application position, making an automatic application of the brake.

Q. If the locomotive brake creeps on, how should it be released?

A. By moving the automatic brake-valve handle to release position and returning it immediately to running position.

Q. If the distributing valve release pipe and application cylinder pipe were crossed, what would be the effect?

A. A brake application made by the automatic brake valve cannot be released by the independent brake valve.

Q. If the safety valve leaks what will be the effect?

A. This may prevent the brake applying, and in an independent application if the brake does apply, it will release when the brake valve is returned to lap position.

Questions and Answers.

BY JAMES GREGORY.

Question: We have engines of same class using single and double nozzles. If an engine can run a five inch single nozzle should she not also be able to use double nozzles, the combined area of which would be equal to area of five inch nozzle? Also, what size of double nozzles would equal the five inch nozzle in area of opening? W. M., Div. 518.

Answer: Double nozzles to equal the area of five inch single nozzle would be three and one-half inch in area. Whether the engine using the double nozzle would do as well is a question, all things considered. There are many who profess to believe that the double nozzle by affording a separate and independent

exhaust passage for each cylinder, gives us the more free working engine; that is, with the least back pressure. A fault charged to the single nozzle is the tendency of the exhausts from one side to interfere with the free escape of exhaust from opposite cylinder. It is also claimed that the more central discharge of exhaust from single nozzle provides a more efficient draft for steam making than the cross fire action of the other. So, it seems that in changing from single to double nozzle there would be little noticeable effect, unless, perhaps, in the steaming of the engine, and even that would be slight, for double nozzles have not the extreme cross fire action that might be supposed.

Question: When engine primes, or foams, the injector sometimes breaks. What is the reason for that?

YOUNG RUNNER.

Answer: For an injector to work properly there must be a complete condensation of the steam used to drive the water through the injector. If the feed water is too hot complete condensation is prevented, and the injector fails. If water is carried to the injector with the steam, as in priming, or foaming, the effect is to destroy the velocity of the steam, which is necessary to the successful operation of the injector; while, at the same time, the effect of the presence of water with the steam would be to heat the feed water at the point of contact with the steam, thus increasing its temperature to a point where condensation of the steam would be impossible; or, in other words, it would destroy the balance of temperature of steam and water for which the injector was set, causing it to break.

Question: What is the difference between a burned and blistered crown sheet? W. R., Div. 10.

Answer: Both are burned. The one blistered is burned only in spots where mud has accumulated, preventing free circulation of heat of firebox to water in boiler. When sheet is burned by reason of low water, the part affected is usually shown clear across the sheet.

Question: Would it be necessary to disconnect the radius rod on a Wal-

schaert gear if the combination lever, the union link or crosshead arm should break?

READER.

Answer: Where there is provision made for connecting the radius rod directly to the valve stem, or its crosshead, that should be done, and the engine will handle a large portion of her tonnage in that shape.

Question: With Walschaert gear, what provision is made for engines having inside or outside admission as to the connecting of radius rod to combination lever?

READER.

Answer: On engines having outside admission the radius rod is connected to combination lever just below its connection to valve stem. On an inside admission engine the radius rod is connected to the extreme top of combination lever.

Question: What is the difference in setting of eccentric of Walschaert gear for outside and inside admission?

Answer: With outside admission the eccentric is set to lead the pin about one quarter. With inside admission the eccentric follows the pin, engine working in forward motion.

Question: Will valves out of square affect the riding or pounding of an engine?

SUBSCRIBER.

Answer: When the distribution of steam in cylinder is irregular the engine will not ride well, as there will be a kind of galloping motion to the machine; the engine's boxes and main rods will pound also when the different valve events are out of harmony with the piston movement, which adds to the discomfort of riding.

Question: It is sometimes recommended to heat water in tank to economize in the use of fuel. Is it a good practice, and will injector work hot water on boiler carrying 220 pounds pressure?

Answer: It is not a good practice to heat the feed water. On engines carrying low pressure, injectors will work with water at a higher temperature than when the pressure is high, but it is better to attempt economy in some other way than heating the feed water.

Question: What should be done when tank is found to be empty with engine

five or six miles from a tank and only a couple of inches in glass? RUNNER.

Answer: Run to next tank, letting fire die so as to not overheat the firebox sheets when water goes out of sight. If you are lucky enough to have a Sellers injector you can get enough water in boiler to build fire again with very little steam. There are some other makes of injectors that will work with low pressure, and there are some that require 90 or 100 pounds. It is a rather ticklish situation to be placed in, but there is less danger of burning the firebox sheets after the water goes down than of losing so much steam that the injectors will be useless when the water tank is reached. When there is no flame there is no danger of crown sheet becoming overheated with soft coal.

Question: What is meant by an early cut-off? By a late cut-off? What do either mean and how are they effected?

BEGINNER.

Answer: The foregoing questions perhaps had better be answered in reverse order.

The cut-off is the closing of the admission port by the valve during the piston's stroke, and whether it be an early or late cut-off depends upon the distance the piston has moved in cylinder when the valve closes the admission port. If the piston has moved six inches when steam is shut off from entering the cylinder by the valve, that is called a six-inch cut-off.

An early cut-off would be one taking place early in the piston's stroke, say six-inch or eight-inch cut-off. A late cut-off would be one taking place when the piston had moved, say 12 or 14 inches in its stroke before valve closed admission port.

Question: Does not the upward pressure of steam in cylinder during expansion tend to balance the valve somewhat?

BEGINNER.

Answer: Any upward pressure has the effect of making the valve lighter on the seat. We notice that in handling the lever when engine is working.

Question: What would be the difference between the large and small eccentric in

their effect on the back pressure in cylinders?

Answer: The larger eccentric would give longest valve travel, which means wider port opening for admission and exhaust. There would also be less back pressure with large than with small eccentrics.

Question: Would the friction on eccentrics be greater or less with large eccentrics?

READER.

Answer: When travel of valve is increased more power is required. This adds to the work of the eccentric, making the friction greatest with large eccentrics.

Question: What is the worst effect of back pressure?

READER.

Answer: It makes the engine "loggy."

Question: What is the best method of working engine having excessive back pressure so as to get the best out of her?

READER.

Answer: When an engine has much back pressure her range of power is too limited. Such an engine will do her best work in proportion to the amount of steam used, when run in short cut-off. That is, of course, true in any case, but not so much so as in the case of an engine having excessive back pressure, for the percentage of resistance increases as the cut-off is made later.

Question: What is negative lead and under what conditions is it used?

READER.

Answer: Whatever the port opening at the beginning of the piston stroke, we call that lead. That is positive lead. If the valve had not opened the port or lapped it say one-sixteenth of an inch, then we would say she has one-sixteenth negative lead.

Question: What are we to understand by the term *negative lap*?

READER.

Answer: The term is usually employed with reference to the inner edges or exhaust side of valve, and means the opposite to inside lap. It is sometimes called inside clearance.

Question: Under what conditions would engine be given negative lead?

READER.

Answer: When eccentric rods would be extremely short, causing a too great increase of lead in short cut-off.

Question: We read and hear much about compression, the economy resulting from it, as well as its influence as a shock absorber. When engine is shut off we have no compression, yet engine runs smoothly and piston goes by its centers without shock. This would make it seem that aside from whatever economy it might promote by conserving a portion of the exhaust steam, its other virtues are merely imaginary ones. Am I wrong?

J. M., Div. 34.

Answer: It is true there is no need of compression with engine drifting, as the lost motion in parts that produces shock with engine working is strung out when steam is shut off. It is the taking up of this lost motion by live steam when piston reverses its stroke that causes the shocks, and these are absorbed by the compression when engine is working steam, so that when piston begins the stroke this lost motion is already taken up and a smooth working engine results.

Question: Is there not much waste of power due to the compression?

J. M., Div. 34.

Answer: The designers of valves and valve motions have always provided for a certain amount of compression since the addition of outside lap to the valve. It, of course, requires some power to compress the waste steam up to steam chest pressure, but the reaction of the compression after piston has passed the center is equal to the power lost during compression, less the friction caused; and with the re-heating of cylinder, which the compression produces, added, there seems to be a gain rather than a loss in compression; besides, it gives us smooth working and good riding engines.

Question: If engine is running fast with light throttle what would be the effect of compression if it exceeded the steam chest pressure?

J. M., Div. 34.

Answer: If engine be run fast with light throttle, the compression, as you say, may exceed steam chest pressure. This sometimes happens when engine is eased off approaching a point where one is not sure of stopping, and also just when in the act of shutting off. The effect of compression at such times is to

lift the valve off its seat and cause a peculiar whistling sound so familiar to engineers. Some attribute the sound to the compressed steam forcing its way into chest between the valve and seat; others to the vibration of the balance strips. However, it is there and is caused by the effect of compressed steam on the valve at each end of the stroke of piston. With the D valve the pressure, as before stated, is relieved by the valve lifting from its seat, the pressure being forced from cylinder to steam chest. With the piston valve the pressure of compression, such as mentioned, would not be shown, as the valve could not relieve it nor would it be high enough to blow through the cylinder relief valves.

Question: What would be the shortest cut-off advisable under average conditions in freight service? **READER.**

Answer: The shortest cut-off should never be less than one-quarter of the piston stroke. There are times when this is too short, notably when engine is hauling train at slow speed with full throttle. Dropping lever down a few notches and easing off throttle makes the engine run smoother and ride better at such a time.

Question: What is meant by initial expansion as applied to the locomotive?

A. M., Div. 381.

Answer: Initial expansion takes place in the locomotive cylinder when compression is so high that at beginning of piston stroke the pressure in cylinder exceeds that of steam chest, but reduces somewhat before the admission port is closed at the cut-off for which lever is set.

Question: What is meant by initial pressure? **A. M., Div. 381.**

Answer: Initial pressure is the pressure in cylinder at beginning of piston stroke.

Question: What is the most economical cut-off for a locomotive under average conditions working in passenger service? What in freight service? **S. W. D.**

Answer: It has been proven by actual test that the most economical cut-off for a locomotive is that which gives the

maximum power with the least cylinder condensation. An engine having 18x24 inch cylinders, 180 pounds steam pressure, 68-inch driving wheel, hauling a passenger train of eight cars with full throttle, showed the highest economical performance at a speed of 35 miles per hour with an 8-inch cut-off. Below this speed the consumption of steam, at same cut-off, was greater at all times, as the cylinder condensation caused much waste. Above 35 miles an hour the cylinder temperature grew less; as the volume of steam entering cylinders became somewhat restricted by shorter period, the ports admitting steam to cylinder remained open when the valve movement became quicker. The same basis of reasoning would seem to govern in the case of a freight engine, the speed at which the cylinder temperature would be highest showing the most economical cut-off. In the latter case the cut-off might be 10 inches and the speed 25 miles an hour. Wheel diameter and steam pressure very materially affect the result in any case.

Question: Is the volume of circulation through fire the same through all parts of it, regardless of the cut-off or force of draft? **H. D.**

Answer: The more violent the draft the greater is the circulation of air through forward end of firebox. This is due to the fact that the draft (diaphragm) sheet covers the flues so as to restrict direct passage of the gases through all excepting a few of the lower rows. When the circulation is moderate there is almost a uniform amount of air passing through all the flues and grate surface, but the more violent the circulation becomes the greater the volume of air passing through lower flues, which, being supplied from the nearest point, which is the front end of firebox, causes the fire to burn stronger in front end than in rear end of firebox. In starting, especially when using full power, and on a train that can be gotten under headway quickly, as a passenger train, the front end of fire must receive attention if the steam is to be held up while getting up speed, for the circulation through fire is most rapid and the most coal is being

burned in forward end of box. Of course much depends on the way engine is drafted, for the action referred to may be unduly severe if the sheet happens to be too low, but even with a well balanced draft that gives good average results, the front part of fire will burn stronger than the rear when engine is worked very hard.

Question: I notice one thing peculiar about the superheater engine. When the steam gets back, say 10 pounds, it is a hard matter to pick it up again, and in trying to crowd fire to regain pressure the fireman is very likely to get it in bad shape, although the engine steams fine and can be held up to the mark easily after getting there. W. R. G.

Answer: The same is true of all engines using superheated steam. The nature of steam, after being superheated, is changed somewhat in the process. Instead of the dense exhaust steam we have almost a gas leaving the cylinders, the very lightness of which makes it less effective as a draft producer as the more dense, saturated steam. It leaves the cylinder with equal, even greater force, but is less effective in overcoming the inertia of the air in its passage from cylinders to atmosphere, on the same principle that a stone thrown from the hand will go farther than a piece of cork of the same size, though both are thrown with same degree of force. This fact is pretty generally conceded, as the smaller nozzles used with superheated engines prove, and it is the weaker exhaust force of the superheated engine that makes it difficult for the fireman to "pick her up" when pressure gets down, as he is very likely to overdo the job and get her banked. The economy resulting from the gain in volume by superheating the steam reduces the consumption of saturated steam produced by the boiler, thus making it possible to supply the desired pressure to do the work of the engine with a lighter draft and considerably less fuel consumption than when the steam is not superheated, all of which bears on the question considered here, proving why the fire cannot be forced to regain pressure without banking fire, unless it is very skillfully done.

Question: If two engines are exactly alike and other things being equal, except one has a superheater, could not the one with the superheater do better work hooked up in the same notch, or as good work hooked up a little higher, than the saturated steam engine?

L. W. C., Div. 12.

Answer: The engine using superheated steam would have the advantage over the engine using saturated steam in either case. The loss from cylinder condensation when using saturated steam is found to be about 30 per cent for short cut-offs. This means that in a comparative test, such as you mention, the engine using superheated steam at say 8-inch cut-off would be doing 30 per cent more work than the other engine at the same cut-off, and would possibly do as much work with lever in 6-inch notch as the other engine would working in the 8-inch notch.

Question: Why is the foot of link in the Walschaert motion made long and with an offset back of center of link?

L. W. C., Div. 12.

Answer: The purpose of the link foot is first to provide for connecting the eccentric rod to bottom of link, but it may be varied as to length and position in relation to the line of the link, so as to provide for equalizing the effect of angularity of main rod on the steam distribution in cylinder. With the Stephenson link motion the link saddle pin is set back of the center line of link, thus causing the link to have that peculiar wobbly motion as it raises and lowers during its forward and backward motion, the effect of which is to give a somewhat earlier cut-off for back stroke of piston, and a later cut-off for forward stroke than the position of lever provides for, thus equalizing, automatically, the amount of steam used in each stroke of piston and overcoming the effect of angularity of main rod.

The link foot, both in its length and distance from center line of link, accomplishes the same thing as the link saddle pin of the Stephenson gear when set back of the center line of link. The length and position of link foot of Walschaert varies with different lengths

of main rod, as their angularity also varies.

Question: Do engines having Walschaert or Baker valve gears have any different size of valves than engines using Stephenson gear? W. W.

Answer: The valves with either gear are the same, the difference being only in the two former gears having a motion that provides for a fixed lead, while with the latter gear the lead varies with the cut-off.

Question: Would like to know the best way to set an eccentric. I know how to do it if engine can be put on center on side eccentric is slipped, but is there not some way it can be done with engine in any position? W. R., Div. 10.

Answer: To set eccentric without putting engine on center you should know that the opposite eccentrics are one-quarter revolution apart, just as the pins on opposite side of engine are. Right go-ahead eccentric is one-quarter ahead of left go-ahead; left back-up is one-quarter ahead of right back-up eccentric when backing. Now, if the left go-ahead eccentric was slipped, just set it on the axle one-quarter back of the go-ahead, which can easily be done with sufficient accuracy to put engine in good working condition. When it is possible to move the engine it is better to put the good eccentric on the extreme forward position, and the one to be set can then be set one-quarter back of it, or on the extreme upward position. In this way the eccentric may be set with almost perfect accuracy.

Question: I am running in a bad water district. There is considerable lime and salt in the water. We have trouble from engines foaming. How can best results be gained in the use of the blow-off? The rule here is that "engines must be blown only at terminal before starting and in all cases the injector should be shut off during the operation." H. D.

Answer: There is, no doubt, much trouble with boilers in bad water districts, but the wonder is that there is such difference of opinion as to how and when boiler should be blown off. If you were to rinse out a dish in which there

was any kind of sediment in the water it contained you would naturally shake the dish so as to bring the sediment in suspension in the liquid before throwing it out of dish. The same principle applies to the rinsing out or blowing out of a boiler. Blowing out before starting on the trip has little effect, as only a small portion of the matter you want to get rid of gets out, after which the rest of the water blown out is pure waste of heat. The more the water is agitated when blowing out is done, the more effective will it be, for then, as in the case of the dish, the foreign matter in the water will be held in suspension by the water and a greater percentage of it will be gotten rid of than if it had been permitted to settle on the bottom. In so far as using the injectors while blowing it is a good practice, for it is the best possible way to agitate the water when engine is not working.

Question: When foaming is due to grease or animal oil getting into boiler will blowing out help the matter? H. D.

Answer: In this case the trouble is on the surface of the water and blowing out, excepting with a surface cock, will not do much good. This is a case that rarely happens, but if it does, the best way is to work the grease out by opening cylinder cocks and using light throttle until the grease is worked off. If placed in position where you cannot do this and must work engine hard you are up against it, so must reduce train to avoid doing damage to engine, such as cutting valves or seats, breaking cylinder packing, knocking out heads, springing pistons, shearing piston keys, etc.

Question: In the matter of keeping up of an engine I would like to know if it makes any difference in the power of an engine whether the wedges are set up or are slack, or rod connections loose?

J. M. B.

Answer: It makes considerable difference in the power of an engine. If the wedges, that is, the main wedges, are slack on a Stephenson gear engine, the forward and backward thrust of the main axle, to which the eccentrics are usually fitted, distorts the valve motion,

thus detracting from the power of engine. If a Baker or Walschaert gear engine, the effect is even worse, as the movement of the extreme ends of axle, where the eccentric cranks are located on these gears, moves a greater distance back and forth when the box is loose than a point nearer center of axle, where eccentrics on Stephenson gear are located, for which reason the loose engine with the outside connected gears would be most affected by lost motion in main boxes. Another effect from loose boxes is that such an engine is hard to hold to rail as the pound often starts the wheels slipping when they would hold the rail if main boxes were solid. As regards other wedges and boxes, they would have no appreciable effect on the power of engine whether loose or not. As to loose rods, the main rods only may be considered. Any lost motion in either end of it is a waste of power, for when the piston begins the stroke it should exert power for every inch and every possible fraction of an inch of its stroke, according to cut-off; so, if when it begins the stroke, the piston must first move an eighth of an inch to take up lost motion in main rod or in main box, the power that one-eighth of an inch piston displacement should produce is wasted, for it does no useful work.

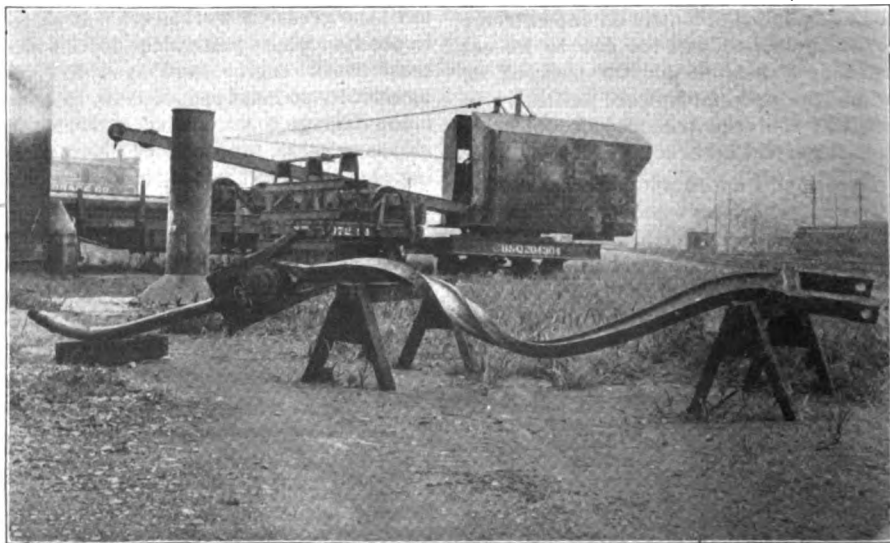
A Twisted Main Rod—Narrow Escape.

BEARDSTOWN, ILL., Oct. 6, 1913.

EDITOR JOURNAL: I am inclosing a photograph of a main rod, crosshead and piston rod just as I took it off of one of our passenger engines on the night of Sept. 8. The engine is of the 4-6-0 type deckless engine. The damage was caused by losing the right back-up eccentric blade pin, which caused the rod to kink, pulling piston rod out of head and out of cylinder; then, on the forward stroke the piston rod struck the back cylinder head, kinking rod more and breaking flanges off crosshead gibs, allowing all to jump outside, stick in the roadbed and engine jumped over it, then dragged it until I got train stopped. Was going 45 miles per hour when it let go. Engine came very near turning over when she went over the rod.

The length of main rod from pin centers is 10 feet 4 inches; length of crosshead and piston rod 5 feet; and all the twisting never cracked the polish on the rod, which goes to show some good material, and, best of all, I got out without a scratch and only the front corner of the cab mashed up, though I was compelled to ride on top of the boilerhead for a short distance. Yours fraternally,

F. M. CHAMBERS, Div. 665.



BENT MAIN ROD AND PISTON.—Courtesy Bro. F. M. Chambers.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

MONTGOMERY, ALA., Sept. 24, 1913.

EDITOR TRAIN RULES DEPARTMENT:

No. 34 and No. 35 are first-class trains, but No. 34 is a train of superior direction. Special instructions in the time-table state that No. 34 will take the siding for No. 35 west of H, that is between H and A. Both trains leave their initial stations with a clearance card only. Which train will hold main track in case No. 35 makes a point between H and A?

MEMBER DIV. 332.

Answer: No. 34 must take the siding if No. 35 makes a point between H and A. This fact will not, however, permit No. 35 to hold the main track on the time of No. 34 without taking some extra precaution. On the other hand, No. 34 must approach all sidings prepared to take the siding for No. 35, should it find that No. 35 is at the siding.

The editor of this department does not approve of time-table instructions which direct the superior train to take the siding for an inferior train at the meeting point for the reason that the approach to some sidings is such that the superior train might be easily mistaken as to whether or not the inferior train had made that point and for the further reason that complications can easily arise when such trains meet under the rules.

PARAGOULD, ARK., Sept. 13, 1913.

EDITOR TRAIN RULES DEPARTMENT:

Please give your opinion on the following order: "No. 42 run ahead of second No. 6 A until overtaken." No. 42 is a third-class train and No. 6 is a first-class train. Under these orders may second No. 6 exceed the speed limit of No. 42? Holding this order should No. 42 flag for rear end protection with respect to second No. 6?

DIV. 701.

Answer: The order quoted is known as the fourth example of Form B, and the explanation given by the Standard Code

is that the first named train will run ahead of the second named train from the designated station until overtaken, and then arrange for the rear train to pass promptly. There is nothing in this rule which can be construed to restrict the speed of the second named train to that of the first named train, nor should there be any such provisions. Under such orders the first named train must use the same flag protection as though it held no orders; that is, it must obey Rule 99.

From the nature of the question asked it is possible that this road is not using the Standard Code, but instead is using an old rule which, under such an order, required that the second named train must not exceed the speed of the first named train between the points designated. If this is the case, then, technically, the crew of second No. 6 could be held to a speed not exceeding that of No. 42. However, in practice it is absolutely impossible for second No. 6 to correctly fulfill its order under such a rule. It may be held that second No. 6 must not exceed the schedule time of No. 42, but this will not prevent No. 42 from running at either a faster or slower rate of speed than its schedule in which case should second No. 6 run at the rate of speed indicated by No. 42's schedule it would not be complying to the requirements of the rule as the rule makes no mention of schedule but states that the second named train must not exceed the "speed" of the first named train. It is self-evident that such a rule cannot be fulfilled under practical operation and such being the case such a rule should never be permitted in any book of rules. As a matter of judgment no special rule covering the speed of either train is necessary to safety. Second No. 6 should round all curves and approach all dangerous points at such a rate of speed that it could stop should No. 42 be found ahead of it. And, as a matter of fact, second No. 6 should do this whether it holds an order about an inferior train running ahead of it or not. The reason for this rests in the fact that there may be another delayed train of the same class as No. 6, or first No. 6 itself may be ahead, making slow time

for some reason; therefore, the necessity for all trains of whatever class or right to move at a safe rate of speed where vision ahead is obstructed. Of course on roads where some blocking arrangement is in effect this precaution may be relaxed somewhat, depending upon the degree of protection afforded by the system of blocking.

SANFORD, FLA., Oct. 2, 1913.

EDITOR TRAIN RULES DEPARTMENT:
No. 83 is a regular southbound passenger train. This train is due to leave A at 9:20 p. m. and arrive at Z at 2:06 a. m. Our time table shows the time for No. 83 at O but does not show any time at P or Q as those points are what is known as blind sidings. No. 83 is due to leave O at 1:45 a. m. What time would an extra have to be clear at P or Q?

Drv. 769.

Answer: The Standard Code of Rules is constructed with the idea that a train is due into a station at the time it is due to leave the preceding station. That is, if but one time is shown at B, No. 83 must be considered as due to arrive at B at 9:20 p. m., the time it is due to depart from A. So far as the rules go this understanding must be applied in each case. The schedule time as shown on the time table governs the movements of the train and it follows that where there is no time shown there is no government of its time and it can therefore pass such a point as soon as it can after leaving the last station in the rear on its schedule time. In the practical application of the governing principle No. 83 must be considered as being due at P and Q at 1:45 a. m. and a train going to either of these points must clear this time the same as it is required to clear the regular schedule time. An extra train going to P or Q for No. 83 would be required to be clear of the main track no later than 1:40 a. m. to comply with Rule 89 which states that at meeting points between trains of different classes the inferior train must take the siding and clear the superior train at least five minutes. At points where no time is shown on the schedule the time at the last preceding station must govern.

DENVER, COLO., Oct. 1, 1913.

EDITOR TRAIN RULES DEPARTMENT:
A new time table takes effect at 12:01 a. m., on which No. 98 is due to leave its initial station at 7 p. m. and arrive at Z at 7 a. m. The old time table shows No. 98 due at all stations at the same time, and there is no other change in the schedule with respect to this train except on the new time table the schedule is in effect daily except Sunday, while on the old time table the schedule was in effect daily. The change of time tables took effect at 12:01 a. m. Sunday, and No. 98 was at H at the time of change. Can No. 98 proceed on the new schedule?

A READER.

Answer: No. 98 of the old time table which is at H is a train of Saturday, the schedule of the new time table which it must assume is also a schedule of Saturday, and is therefore not affected by the change in the heading of the schedule. The schedule which cannot run is the one due out of A at 7 p. m. Sunday.

This question probably arises because of the fact that Rule 4 is so worded as to be ambiguous on the subject. It states the arrangement for assuming a schedule in the following language: "But when a schedule of the preceding time table corresponds in number, class, day of leaving, direction, and initial and terminal stations with a schedule of the new time table, a train authorized by the preceding time table will retain its train orders and assume the schedule of corresponding number of the new time table."

It will be noticed that this rule makes use of the words "day of leaving." These rules in the rule do not refer to the days of the week on which the schedules are good. That is, a schedule may be changed from "daily" to "daily except Sunday" without affecting the right of the train of the old time table to assume the new schedule, providing, of course, that the new schedule which is to be assumed is not one which is forbidden by the heading of the schedule.

In the case at hand the schedule due to leave A at 7 p. m. Sunday cannot be used, and had the change of time tables taken effect at 12:01 a. m. Monday instead of 12:01 a. m. Sunday, No. 98 could not have

assumed the new schedule for the reason just named.

The words "day of leaving" which are used in the rule refer to the date of leaving; or, to be more exact, they refer to the date of the schedule. Thus the schedules must correspond as to date. In this case No. 98, due to leave A at 7 p. m. Saturday, would be a train of Saturday and its day of leaving would be Saturday, as would also be the schedule of the new time table which it must assume; thus the schedules would correspond as to "day of leaving."

Taking Up the Slack.

We often see an engineer having great difficulty in starting a long freight on a grade or even failing to do so. He tries to take up slack but frequently before he can get the lever over, the slack has all run out on account of the grade.

Here is an easy way if the locomotive has the E. T. equipment or straight air brake. First get the train moving backward, reversing if necessary, but the lever must be again in forward gear before the next step is taken. Then graduate the locomotive brakes on, release just before the train comes to a stop and open throttle the proper amount to start the train. Stopping in this fashion will stretch the train, so that when it comes to rest, a good many of the rear cars will surge forward and thus decrease the dead weight to be started by the engine. In this way the whole train will be put in motion simultaneously. Of course, care must be taken in applying the locomotive brakes, especially if the slack is momentarily bunched at the head end. Otherwise a drawbar may be pulled.—William G. Landon, in *Railway & Locomotive Engineering*.

Norfolk & Western Electrification.

The Norfolk & Western has closed a contract with the Westinghouse Electric & Manufacturing Company, Pittsburgh, Pa., to supply all the electrical apparatus required to electrify the road between Bluefield and Vivian, W. Va. The con-

tract calls for 26 130-ton electric locomotives of the single phase two-phase type, together with all necessary power house generating machinery and transmission apparatus.

Single-phase alternating current of a frequency of 25 cycles and at 11,000 volts will be supplied to the locomotives through an overhead suspended trolley wire, this system being the same as that in use on the New York, New Haven & Hartford, the Boston & Maine in the Hoosac Tunnel, the Grand Trunk in the Sarnia Tunnel and by the New York, Westchester & Boston. The Bluefield-Vivian Section serves the Pocahontas coal region, and the coal handled amounts to 65,000 tons a day, necessitating trains of 3,250 tons. The maximum grade is two per cent, and at the present three Mallet locomotives are used on each train. Power for the entire electrified section will be generated in a central power house located at Bluestone, W. Va., with an installed capacity of 27,000 k. w. in turbo generators. The traffic conditions of this section of the road are especially well adapted to electrical operation. It is in reality a separate locomotive division at present, and it is claimed it can be operated electrically without affecting the cost of locomotive service on other sections of the road. —*Railway Age-Gazette*.

Fourteen Passengers Killed, Midland Railway of England.

In a rear collision of passenger trains on the Midland Railway, near Hawes Junction, in the north of England, September 2, 14 passengers and an engine driver were killed and 30 passengers were injured. Several coaches were demolished and the wreck quickly burst into flames. Many of the passengers were burned, and it was believed that many of the injured persons taken out of the wreck had sustained fatal injuries by the flames. The trains were southbound, the first and second sections of the Scotch express for London. They left Carlisle about 2 a. m., and the collision occurred before daylight. The first section had been stopped at the foot of a grade.

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NOVEMBER 1913.

Public Opinion of Men in Train Service.

The Editor is in receipt of many clippings from various sections, mostly attempts to bias public opinion unfavorable to the men who render the dangerous service in the transportation department of the railroads. Many of these articles intended to harm, with their insinuations that members are sustained by the various organizations, however much they violate rules of the company, are evidently syndicated by someone, as we find the clippings in many instances are exactly alike, though appearing in newspapers hundreds of miles apart.

Perhaps we should look upon these philosophically, recognizing the fact that we need hardly expect the truth to be told by those who smart under restrictions, in the interest of both safety and humanity, which is the intent of rules formulated by the various organizations in train service.

Humanity, because of a desire for sta-

bility of occupation, as it requires from three to ten years of hard service, coupled with an educational period of the same length, in which there are many examinations formulated by the officials of the companies, which must be passed successfully in order to secure promotion; and safety, because the organization representing the class insures its members and has to pay for every member's mistake, and because their sympathies are with those who suffer from accidents to a much greater degree than that of the officers of the companies because they are our Brothers and co-workers.

In October, the B. of L. E. paid for death claims, \$137,250; paid 129 weekly indemnity claims, \$7,907.19; and paid to the indigent members, worn out in railroad service, \$6,236.46; total \$151,393.75; and with this record will anyone who expresses an honest opinion say that the engineers are indifferent about accidents, and the consequences?

Many engineers have quit the service because of accidents which cost some life, though they were in no way responsible. Others have lost their minds because of the shock of some accident which could not be put out of mind long enough for rest and mental recuperation.

The following from the *Philadelphia Public Ledger* (sent in by Bro. J. McKeaney, of Div. 71) we commend because it is a true picture of the man at the throttle:

"When a railroad train roars by the powerful locomotive that hauls it seems to be driven by an impersonal agency; that a human brain controls its starting and its stopping and the rate at which it moves is generally forgotten unless a moment's relaxation of vigilance leads to a tragedy.

"Charles T. Doherty, engineer of the second section of the Springfield express, which collided with the first section at Stamford, Conn., last June, has died of heart failure caused by grieving over the accident. He could not rid himself of the incubus by night or day. His memory, like the recollection of Macbeth, had "murdered sleep." The faces of the six victims of the catastrophe were ever before him, and through his troubled dreams he heard unceasingly their agonizing cries. No wonder is it that under the strain he broke at last.

"It is easy to say that Doherty did

wrong to let the disaster prey upon his mind. An outsider who has not assumed the responsibility can always say that of one who feels that human lives have been sacrificed through his neglect or failure. As we look about us and behold the monuments of the material accomplishment of the era, we are prone to forget that human lives were built into it all, as well as structural steel and concrete. The human factor still is indispensable, however much is due to the machine; for there is not, there never will be, such a thing as an engine absolutely automatic. When we are moved to censure the man upon the bridge, the man at the throttle, the commanding officer of industrial enterprise, the one whose hand is on the helm of the ship of state, let us be mindful of the fact that these are not demigods, but fellow mortals like ourselves, and fallible. Doherty deserves the compassion of those who are able to realize what a terrible thing it is for any man to be made the individual scapegoat of a system of loose administration, inadequate equipment and pervasive demoralization."

Seniority—Civil Service.

The wreck alluded to by the *Philadelphia Public Ledger* in the preceding article brought on a controversy over the seniority clause in contracts made between all railroad companies and the B. of L. E. and, while it is confined to New England, the controversy involves this subject everywhere, for a seniority clause appears in nearly, if not all contracts between the engineers and the companies by which they are employed; hence, the subject is of very great importance to all the organizations representing men in train service.

The seniority rule was adopted in the interest of both justice and efficiency. The general public adopted Civil Service on the same principles; so seniority is our Civil Service, only vastly more necessary to railroad men than that adopted by the public is to the public.

The old adage, "To the victor belongs the spoils," the public recognized as baneful, and adopted Civil Service, and fifty years ago the engineers realized that the employing officers, as well as the officer who only assigned men to places in railroad service, were not

working so much in the interest of the companies that employed them as they were to foster their own personal interests, and if a man held his place he must be a booster for the boss or pay for holding his place; in fact, he was subject to all sorts of indignities, and out of this came the formation of the Brotherhood of Locomotive Engineers, and fifty years of experience is shown in the laws to govern members of the Order, open to anyone who desires to peruse it, and the same length of experience taught the necessity of written rules to govern service rendered, these to be signed and to govern both the officials of the railroads and the employees, and these rules have been conceded to be right and just by the fact that they appear in all contracts, and the merging of many separate roads into one has continually increased the necessity for these rules until now the door of employment is closed for one unfortunate enough to lose his situation, unless the door is opened by consent of the officer who discharges him; hence, the necessity for rules which foster stability of place to work, rules for trial, and when charged with violation of rules, proof of guilt.

This is what public Civil Service requires and there are few, if any, in public work who have had to devote years of hard, dangerous work to secure place in the service, as railroad men are required to do; and the engineers can hardly be expected to consent to the destruction of their *Civil Service Rule* known as seniority, which we unhesitatingly say is needed to safeguard the public patrons of these roads as well as the employees. Destroy it, and leave the assigning officer without rule to govern and we would soon have the condition now obtaining on the Bangor & Aroostook Railway where a strike eliminated the rules. A man was killed and the evidence before the coroner showed that the man in charge of the locomotive was from a sawmill and had but thirty days' experience as a railroad engineer.

The earlier stages of the controversy following the June wreck on the New Haven gave opportunity for a series of

statements in local newspapers evidently inspired by *dollars* with no element of truth in it. The following is a sample:

"If the name of a New Haven locomotive engineer appears at the head of a service list, his eyesight may be dimmed, his hearing affected, his judgment impaired, and he may be unfamiliar with the route, but he must be chosen in preference to a better qualified man who has been a less time in the service. Moreover, his qualifications shall not be decided upon by the division superintendent, but, if the question is raised, the committee of engineers may carry it over that official's head."

There would be no occasion to dignify the above falsehood by even an allusion to it if all the people were familiar with the intent and purpose of the seniority rule. There is a qualifying clause in this rule in all contracts which makes the assigning official the judge of fitness for the service—"all things being equal"), ("seniority accompanied by efficiency") etc. In some cases the officer is named who is to decide as to qualification of a senior for the service to be performed. So it will be seen that the matter in the above quotation is purposely nasty with untruth.

However, the situation in New England, through the effort to nullify the seniority rule, brought on a tense situation which gave opportunity for Governor Foss, of Massachusetts, that lover of liberty, to do as he pleases himself while he is busy prescribing other people's duties. Sitting in the Executive Department of Massachusetts, he writes a long letter addressed to Brother L. G. Griffing, Assistant Grand Chief of the B. of L. E., Bro. P. J. McNamara, Vice-President of the B. of L. F. & E., and Bro. F. S. Evans, General Chairman, N.Y., N.H. & H. system, in which he says:

"Promotion and assignment of duties according to seniority without regard to fitness lower the efficiency of the labor forces make it impossible for the railroad to maintain discipline, and impair the ability of the railroad to serve the public, and threatens to call a special session of the Massachusetts Legislature for the purpose of prohibiting strikes, etc., and ask the Massachusetts Legislature to memorialize Congress to adopt similar measures."

This is the man that would not give

his own employees an audience to talk over conditions of service, and of course, when he is up for office again all members of organized labor will be in the field working—?

Among the clippings sent in I find three of a similar character; one is from Ohio, one from Pennsylvania, and the third from Los Angeles, Cal. Whoever wrote them evidently thinks that Governor Foss should spell his name *Fuss*, and do not approve of his scolding without a better cause.

We present our compliments to the author of what follows, which appeared in the *Cleveland Press*, *Pittsburgh Dispatch*, and *Los Angeles Record*, sent in by our members:

FOSS AND THE TRAINMEN.

"Every little while someone emits a blast at the 'tyranny' of the railway brotherhoods. If a road's equipment or discipline is bad and wrecks happen and passengers are killed and public officials investigate, it's getting to be quite the thing for the management to blame the unions. Recently Governor Foss of Massachusetts joined in this chorus. He threatened a special session of the Legislature if the trainmen on the New Haven objected to the management's new plans of discipline.

"To hear these men talk you'd think it was great fun for engineers and firemen to collide with each other. In other words, that good discipline imperiled, instead of promoting their own safety.

"Next time Foss scolds the unions for standing up for the railway workers, just ask him what he knows about this:

"March 11, 1911, Edward W. Sullivan, engineer, was crushed in a train smash near Greenfield, Mass. He lived to say goodbye to his wife in the hospital. He told her the fault hadn't been his and that the railroad would surely do something for her. It didn't. She brought suit. Then the railroad's lawyers started a campaign of delay. A judge at Greenfield began to investigate the accident. The law requires him to make a prompt report. He began the investigation two years and a half ago and nothing has been heard of it since. The matter was brought to the attention of Governor Foss, to the attention of Attorney-General Swift and to the attention of the Massachusetts Railway Commission, but Mrs. Sullivan is still supporting her baby by hard work and the railroad company through its legal department is still staving off the determination of whether she is to have damages.

"No, Governor, the trainmen aren't fond of accidents. They know the horror of them far better than you do. Isn't it a little late in the day to blame them for organizing for their own protection?"

The Mediator.

In the November *Mediator*, J. K. Turner, the manager and representative of the Employers' Association, has an open letter to the railroad brotherhoods and their leaders. This man Turner has been giving out to railroad men a lot of mushy precepts entirely out of harmony with his own life and practice, and we have evidence that some men have taken the doses and thought they were pleasant and profitable. Those who think so, should read the article from which we take but one paragraph, and will only say that the coloring in that paragraph is the coloring in the whole letter. It reads as follows:

The Interstate Commerce Commission asserts that 90 per cent of the accidents and wrecks on railroads of the United States have been caused by negligence, *which means disobedience to rules on the part of some member or members of train crews.*

The Interstate Commerce Commission does not make any such statement. The part in italics has been added by Turner and is very characteristic.

The Interstate Commerce Commission certainly could not make such a statement and present such figures as the following from Bulletin No. 47, covering the first three months of 1913:

"The number of persons killed in train accidents during the months of January, February and March, 1913, as shown in reports made by steam railway companies to the Interstate Commerce Commission under the accident law of May 6, 1910, was 153, and the number of persons injured, 3,623.

"The total number of casualties of all classes reported amounted to 2,341 for persons killed and 47,634 for persons injured. This statement includes 2,086 persons killed and 17,194 persons injured as the result of accidents sustained by employees while at work, by passengers getting on or off cars, by persons at highway crossings, by persons doing business at stations, etc., as well as by trespassers and others; and also 97 persons killed and 26,812 persons injured in casualties reported as 'industrial acci-

dents,' which term covers accidents not involved in train operation, but occurring to railway employees, other than trainmen, on railway premises."

These figures show that but 7 per cent of the accidents are due to any violation of rules for the movement of trains.

The Bureau of Railway Statistics gives a tabulated analysis of accidents for the past 23 years as follows:

"Through their own fault, 175,610, 91.2 per cent. In accidents to trains, 16,932, 8.8 per cent; of the 175,610, 103,566, or 53.8 per cent are classed as trespassers."

Comparing these statements with Turner's statement would seem to be all that is necessary. Turner would have his time all taken if he would devote it to safety first in the shops and factories owned and operated by those who employ him, the Manufacturers' Association.

The men employed on the railroads do not want wrecks, and they are not indifferent about safety first because they have to pay the expense with both life and money, but they do not like such deliberate misrepresentation just for the purpose of condemning organized labor.

The railroads are held up before the public every time there is an accident, though there are more accidents in the City of Cleveland than happen on the thousands of miles of railroads in the whole State of Ohio.

Mr. R. C. Richards, Chairman Central Safety Committee, C. & N. W. Ry., in an address at a meeting in New York on September 22, painted the right kind of a picture in closing his address, as follows:

"I want to say in conclusion that all the stigma of this great number of accidents that are occurring in this country have been wrongfully put on the railroads. It does not belong to us, because the Government tells us that every year in this country of ours, in carrying on our peaceful industries 35,000, not 3,500 or 350, but 35,000 workmen are killed every year, or one every 16 minutes of every hour of every day in the 365 days of the year; and there are 2,000,000 of them injured, or one every 16 seconds of every minute of every hour, and only one-tenth of those killed and one-sixteenth of the injured are railroad men."

The Student's Paradise.

A clipping from the *Hastings (Neb.) Tribune*, sent in by one of our members, says the United States Health Service has under advisement tests to demonstrate whether an engineer is of sound mind, affected with heart trouble, color blindness, epilepsy, paresis, or some other malady that may cause him to wrongly read signals or drop from his seat at the throttle, and that Surgeon General Blue will soon ask Congress to frame a law placing the power to examine annually in the hands of the health service. The proposition involves examination of all classes who handle anything that moves and might harm someone—men who run trains, steamships, electric cars, automobiles, etc.

What a splendid opening that would make for students who want to learn to be doctors, oculists and specialists on nerves, veins, bones and insanity! We think the public health would be better conserved if yearly examinations were made of men in the various fields of medical science and weed out those who are unable to diagnose a case correctly, those always ready to use the knife for a fat fee when it is not at all necessary, the drunks and dope fiends. We realize that it would distress the undertakers, and that the facts of malpractice are nearly always buried with the patient; but still think it would be as efficacious as the examination proposed by men who know a little science and nothing at all of the practical.

The engineers do not object to reasonable examinations for fitness for the duties they are called upon to perform, but they do demand that the examinations take the form of practical demonstration in actual service.

The B. of L. E. has had this battle to fight or submit to having hundreds of men discharged on the recommendation of some oculist or other examiner with a lot of yarns, slides and equipment in bad light and, what was worse, with bad intent, getting men dismissed for defects they did not have because someone wanted to get even, but by persistence, demanding practical tests, the

examinations have reached a consistency.

In these examinations the contentions of the scientific gentlemen were proven not only incorrect, inimical to the best interests of both the public and the company, but were unjust to many employees.

The engineers object to being dispatched, exercised or employed as a field for students to practice on until they have learned enough to hang out a shingle for themselves.

LINKS.

THE next Winnipeg Fifth Sunday meeting will be held at Fairbairn Hall, corner Main street and Selkirk avenue, on November 30. The meeting will open at 2 p. m. The committee extends a cordial invitation to all members.

G. S. MCKENZIE, Secretary.

BRO. MORRICE VETTER, member of Div. 791, Marcus, Wash., has been appointed to the position of inspector of tracks and safety appliances for the State of Washington.

G. A. K., S.-T. Div. 791.

THE members of Galion Div. 16 wish to announce through the JOURNAL the appointment of Bro. P. D. Gregg to the position of road foreman of engines on the Cincinnati division of the Erie Railroad.

Brother Gregg was elected Chief Engineer at our last election, and it was with regret we were compelled to accept his resignation, as was shown by the resolution that was adopted complimenting him for the fair and impartial manner in which he conducted the affairs of the Division.

We have no doubt of Brother Gregg filling the position of road foreman of engines with credit to himself and justice to the Erie Company and the men under his jurisdiction. S.-T. Div. 16.

BRO. J. C. BROWN, member of Div. 769, chairman of the House Committee on Labor at the last session of the Florida Legislature, was named by President Wilson recently as United States Marshal for the Southern district of Florida, with headquarters in Jacksonville, succeeding John F. Horr.

Brother Brown is an active member of the Brotherhood of Locomotive Engineers, and was a most ardent champion of all the labor measures presented at the Legislature. He introduced in the House the joint resolution providing for the recall of elected officials in connection with the initiative and referendum resolution, an act relating to the negligence of common carriers, limiting the hours of female employees in the State, and a bill for the establishment of a State Labor Commission. He was one of the most active members of the lower house, having several important committee assignments, and supported all measures introduced in the interest of the laboring men.—Courtesy Bro. R. M. MARLER, Div. 769.

BRO. CHAS. L. WOOD, S. & T. Div. 25, Terre Haute, Ind., is a candidate for City Clerk of that city, and with the large number of railroad men centered there he ought to carry off the plum, for there should be no party lines in such a case for members of organized labor.

T. H. I.

THERE was a report started in Mexico City some time ago that the strike had been called off, but the strike is on and will stay on until a satisfactory settlement is made; and I desire to say to all engineers that were forced to leave Mexico April 17, 1912, that they should keep me posted as to their address, using a postal card for the purpose, with nothing but your name and address plainly written on the card. Notify me at once of any change in your address.

For reasons beneficial to us, I suggest that you pay no attention to rumors you may hear in regard to the Mexican situation unless it comes from the Grand Office of the B. of L. E.

D. F. ANDERSON, Div. 438,

A UNION meeting of the six B. of L. E. Divisions located in the city of Columbus, Ohio, was recently held by the invitation and under the auspices of Div. 79 at their hall, corner of Hildreth avenue and 20th street, with 50 members present.

The meeting was called for the purpose of forming a permanent organization to

hold quarterly union meetings in the future. A permanent organization was formed by the election of Bro. C. F. Smith, Div. 79, as chairman, and he had the privilege of appointing his own committee. He appointed J. J. Colburn, of Div. 72, S.-T.; Brothers Smith, of Div. 34, Chas. Wolf, of Div. 175, Chas. Kennedy, of Div. 394, and H. Hoddy, of Div. 651, as a committee.

Brother Gridley, of Div. 830, spoke on the benefits of union meetings and how they should be conducted. Brothers Karnes, Englehart, Humphreys, Lutman and others gave splendid talks on the principles of the organization and the manner in which we should live in order to uphold its reputation. Meeting adjourned at 6 p. m.

C. F. SMITH, Div. 79, Chairman.

ON the evening of September 14, as Div. 491, B. of L. E., was about to close its regular meeting the members, of which there were 20 present, were very pleasantly surprised by the Ladies of Mars Div. 494, G. I. A., accompanied by their children, who rendered a very good musical program while the Ladies spread the tables. The Brothers were then escorted to the banquet hall and served with delicious cake and ice-cream, after which all returned to the lodge room and listened to short talks from a number of the Brothers and Sisters and more music and songs by the young folks. To say that all present enjoyed the occasion would be putting it very mild, some of the Brothers even hinting to the Sisters that they would like to be surprised again soon with an oyster supper.

J. M. CHRISTY, Div. 491.

ON Friday evening, Oct. 3, during the celebration of Old Home Week at Cambridge, Ohio, the employees of the Pennsylvania Company took third prize for the finest appearance in a parade of the fraternal and labor organizations of the city, two hundred strong, led by two automobiles. On the first was mounted a headlight and in the second a large banner of Cambridge Div. 809, B. of L. E., which was carried by "Scotty" Monroe, S.-T. of the Division. These were followed by the engineers, firemen

and trainmen in succession, the wrecking force bringing up the rear. Each man wore the regulation uniform of the American Workingman, a suit of union made, blue overclothes, with a white cap and, as all carried lighted lanterns, they presented a very fine appearance.

COLLIN MONROE, S.-T. Div. 809.

THROUGH the courtesy of the Ohio River Launch Club and Bro. H. Custer, one of its members, Div. 419 G. I. A., and Div. 480, B. of L. E., enjoyed a delightful afternoon and evening on the launch of said club.

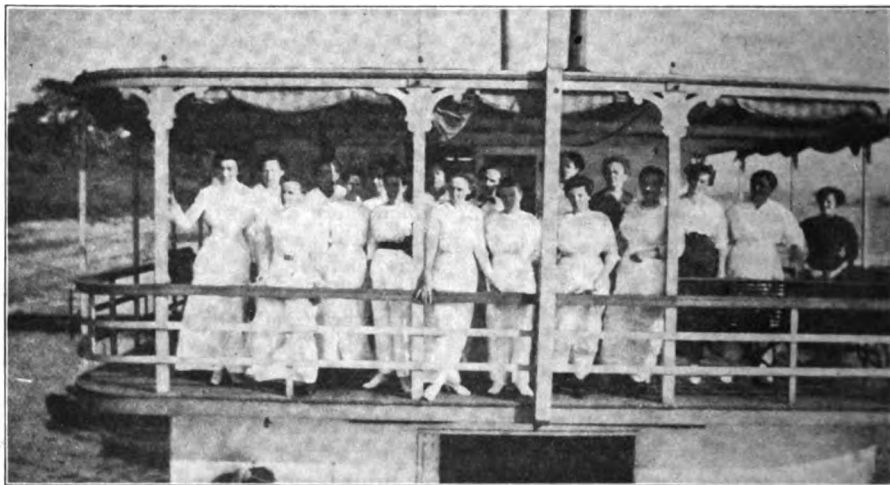
Brother Custer, of Div. 480, and Sister

ing same in a few well-chosen remarks.

Brother and Sister Custer were at first so surprised words failed them, but finding speech at length, thanked profusely, after which dancing was resumed until a late hour, when all parted with the similar thought, "This day will long be remembered by all who participated."

J. H. HARRINGTON, S.-T. Div. 480.

ON August 8, 1913, while our General Committee Southern Pacific and Sunset Lines was in session, we received an invitation to be present at a luncheon given by Leland Stanford Div. 106, G. I. A. to the B. of L. E. at San Francisco.



OUTING ON THE OHIO RIVER LAUNCH CLUB PLEASURE BOAT.

Custer, of G. I. A. Div. 419, extended a cordial invitation to their respective Division members to take possession of the launch on August 22, and forget cares.

The day was delightfully bright and clear, just suitable for a river outing. Brother and Sister Custer were charming in the role of host and hostess, and the Ohio River Launch Club own a beautiful pleasure boat, all of which augmented the day's pleasure.

Our appetites were stimulated for supper by rides up and down the river in an electric launch, and we did justice to the abundance of good things.

The evening was spent in dancing. A feature of the evening was the presentation to Brother and Sister Custer of a cut-glass punch set, Sister Hunt present-

Nearly all of our committee accepted the invitation, and were very much surprised to find a "banquet" awaiting us. The table was loaded with everything that looked good to a railroad man, and the good Sisters devoted their time and attention to seeing that all the Brothers had their appetites satisfied.

The banquet room and table were beautifully decorated with flowers and evergreens. After the banquet we were invited to the lodge room where we were entertained by a very select musical program.

Among those present were visiting Sisters from Divisions 522 at San Rafael, 156 at Oakland, 180 at Sacramento, and 197 at Tucson.

The writer regrets his inability to re-

member the names of all present, but after partaking of such a delightful repast, and being so royally entertained, we almost forgot to return to our General Committee duties.

In behalf of our G. C. of A., I wish to thank the officers and members of Div. 106 for their efforts in our behalf, and hope we may, at some future time, be able to return, in a measure, the courtesies extended.

L. L. SANFORD,
Chairman G. C. of A.

WHEN Bro. C. H. Leaphart of Div. 616, Brookfield, Mo., came in on his engine pulling train No. 13, Tuesday evening, Sept. 23, he supposed that nobody but himself and wife knew that on that day forty years ago they were married.

This splendid couple have lived in this city for many years and have reared their family of girls and boys. The family is popular and well liked by their many friends. When Don, their son, went home from his work Tuesday and had his supper, he suggested to his mother that they go to the Grand theatre and see "What Happened to Mary." The young man, knowing what was going to happen, left the front door unlocked.

On their return they found the house lighted up and full of people. The members of the Brotherhood of Locomotive Engineers and Ladies' Auxiliary had taken full possession and were waiting for the family to return. When Mr. Leaphart arrived shortly afterward he didn't know what to think when he saw his home illuminated. He was greatly surprised and delighted to find so many of his friends in his home to help him celebrate the fortieth anniversary of his marriage.

The jolly crowd had a good time until a late hour, when refreshments were served. Charley now has for his own use a splendid reclining chair presented him by his friends, and many other beautiful articles were left as reminders of the occasion. Mr. and Mrs. Leaphart fully appreciate the thoughtful kindness of their many friends.—*Brookfield Gazette*.

SUNDAY afternoon and evening, August 31, the usual fifth Sunday union

meeting was held in Chicago, which made the 28th meeting held since the union meetings started, and we had a good meeting. Many Divisions were represented.

The afternoon meeting was open, and as Brother Baumer, our regular chairman was ill, Brother Warne acted as chairman.

The first speaker, who needed no introduction to a Chicago audience, took the floor, Bro. W. B. Prenter, F. G. E. Brother Prenter knows how to advise the Brothers and he gave us a fine talk. Then came Brother Cadle, A. G. C. E. He told us some things that we should remember, and it was good to hear him relate how things were in olden times.

The next speaker was Brother Hiner, member of Div. 23, and we were glad to have Brother Hiner with us. He seldom misses a meeting and if more of us would take his advice things would surely be different.

Next on the program was a member of the Switchmen's Union, who gave us a fine talk on co-operation.

Brother Burgess, A. G. C. E., was the next speaker and he told us some things to remember, and if you do not think he can make you understand you should have been there and heard him. He did not tell us Chicago fellows how big we were, but did tell us how big we ought to be, and he has the right logic. He told us some good stories and I do hope the next time he comes to a union meeting in Chicago we will have to get a larger hall or meet out on the lake front.

After Brother Burgess we were all hungry, so we adjourned for lunch and met again at 7:30 p. m., and as Brother Baumer, chairman, still had not signed the register, we elected Brother Mahoney, of Div. 96, as chairman.

Minutes of the last meeting, June 30, were read, after which Brother Mahoney called for someone to say something, and as it was a closed meeting, they all wanted to talk and we had a fine meeting.

Brother Culp, chairman of the Illinois Legislative Board, was present and spoke on legislative matters and told us our duties as members of the B. of L. E.

Brother Culp is the right man in the right place. He is always on hand at the union meetings.

Brother Hiner again took the floor and spoke on free transportation and told us some things for our good.

Then came Brother Burgess. When he took the floor I was wondering if he would let us down a little easier; but no! he told us we were still on the job and we had work to do; and it brings me right to what I wish to say.

Only a few weeks ago we celebrated the 50th anniversary of what? The B. of L. E. It has continued for 50 years. How did it have its beginning? By a few men who met on a turntable and resolved they would work together, and they organized this grand old B. of L. E. Today we are members. What is our duty? Just pay our dues? That is fine, we need the money. Just wear the pin? That is fine. No man should be ashamed of the pin. But, Brothers, you should see that after all these years we have grown so large we have become a power. We have been given privileges by the managers of these large railroads. We have been given privileges by the government. Now come our responsibilities in order to do our duty and to obtain a better understanding of new rules and new laws that are made from time to time.

In 1906 a few Brothers met and agreed to hold a meeting of all Chicago Divisions on all months that have five Sundays. These meetings have been held regularly ever since and they have proven to be of great benefit to all members who are seeking knowledge, as they are for education only.

We have a membership in Chicago of about 3,000, and it has cost each member twenty-five cents to conduct the twenty-eight meetings that have been held. That is cheaper than a scab cigar, as they cost six for a quarter.

Since we started these meetings we have had for our speakers such men as the following: Bro. Warren S. Stone, G. C. E., who always attends when possible. All the Assistants have attended; Prof. Graham Taylor of Chicago Commons; Miss Jane Addams; Mr. Worthington, president C. & A. Ry.; Mr. Garrett,

vice-president C. & G. W. Ry.; Mr. Quayle, superintendent of motive power C. & N. W. Ry.; Mr. Garrison, superintendent of motive power C. & R. I. Ry.; Mr. Carlton of the Westinghouse Air Brake Company; Mr. John Harding of the Typographical Union; Dr. Gunsaulus of the Central Church, Chicago; Dr. R. A. White of the People's Liberal Church, Chicago; Father Dorney of St. Gabriel Church, Chicago; Prof. John D. Sharp, principal Normal School; Prof. John D. Condon, Springfield.

Now, Brothers, just stop and think! All these men are educators and travel all over the world and are glad to come and talk to you. They want to know you. You cannot afford to miss these meetings as we expect to have other speakers in the future.

We are going to hold the next meeting Sunday afternoon and evening, Nov. 30, 12th floor Karpen Building, Railway Supply & Equipment Co. Assembly Rooms, and meet the gentlemen who have given us this beautiful hall in which to hold our meetings, and who greet you with a glad hand and a welcome. Come and meet the many old, honored members of the B. of L. E. who attend these meetings who wear badges of forty years' service on the lapel of their coats. Come and get acquainted with the engineers whom you see every day as you transfer around Chicago (that is, when the black smoke is not too dense). Come and help make these meetings a grand success. Make it a school, and when we graduate we will start a college. Do not forget the time, 2 p. m., Nov. 30.

Yours fraternally,

FRANK WARNE, Sec.

DIVISION 535, Kenora, Ont., Canada, celebrated the 50th anniversary of the B. of L. E. on August 17. In their preparatory work for this occasion they made an effort to get as many candidates for installation as were initiated when the Order was formed in Detroit 50 years ago. They secured the 12, and when they had that number did not relax their efforts and secured 23, 15 of whom were initiated at their anniversary meeting.

After the initiation service Bro. Charles

Pope, our retiring General Chairman, gave a very interesting talk on the early days of the Order and what had been accomplished by it, paying tribute to many of the men who were prominent in the work of bringing the organization to the high standard of what it is today.

Bro. Peter Heenan, our Local Chairman, also gave a good talk on the good of the Order and what it is possible to accomplish in the future and the benefits received for the small amount of dues and insurance.

It was the largest meeting we have ever had, and all present were decidedly interested.

This meeting was followed with Monday's entertainment, which is told in the enclosed clipping from our local paper.

Fraternally yours,

JESSE PENNEY, S.-T. Div. 535.

This week the International Brotherhood of Locomotive Engineers celebrated the 50th anniversary of the institution of the organization.

On Monday afternoon the local Division celebrated the event by holding a monster picnic at Coney Island. The weather was ideal and all present enjoyed themselves most thoroughly.

During the afternoon many sporting events were run off, and most of them were keenly contested and created much excitement.

The men's cigar race, won by Capt. Alterton, was one of the funniest events of the day, and the contestants entered into the spirit of the event with much earnestness.

The men had to light their cigars and run.

Ladies' egg and spoon race — Won by Mrs. Harris.

Boys' 75 yard dash — Won by J. Kelly.

Small boys' 65 yard dash — Won by B. Ward.

Girls' 65 yard dash — Won by Miss Ward.

Men's egg and spoon race — Won by J. Hay.

Ladies' 75 yard dash — Won by Mrs. Hay.

After lunch in the evening, speeches were delivered by Mayor Brett and Ald. Heenan. The Mayor congratulated the

organization on the work it had done since its inception, and tendered the hearty congratulations of the municipality at large, while Ald. Heenan, who is an ardent worker in the interests of the Brotherhood, made a very fitting reply, and gave some facts and figures relating to the growth and work of the organization, which was certainly an eye-opener to those not familiar with the affairs of organized labor.

During the evening a dance was held in the pavilion, at which all those who attended enjoyed themselves immensely.

SPECIAL NOTICES

Sec. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Wanted—To know the present whereabouts of one Samuel A. Minter, who has not been heard from since June 7, 1913. Kindly address his wife, Mrs. S. A. Minter, 828 East 3rd street, Cincinnati, O.

Wanted—To know the present address of Bro. Chas. H. Weaver, formerly of Fort Wayne, Ind., Charleston, Ill., and later went to Texas. Kindly address Bro. Byron E. Welch, care Chandler Hotel, Marshfield, Ore.

Wanted—To know the whereabouts of Eugene Cannon, who left his home in Savannah, Ga., two months ago and was last heard of from Montgomery, Ala. He is 18 years of age, dark hair and eyes, and of small build. Kindly notify his father, Bro. J. L. Cannon, member of Div. 265, 424 West Waldberg street, Savannah, Ga.

Liberal reward will be paid for information relative to Edward Watts and Fred Cohen, who were in Denver, Colo., about four years ago. Kindly address their brother-in-law, Mr. W. A. Hinkle, Great Falls, Mont.

Wanted—To know the present whereabouts of Bro. J. W. O'Neill, a member of Div. 352. When last heard from he was in Altoona, Pa. Kindly address Bro. M. S. Devers, C. E. Div. 352, 234 N. Raleigh street, Martinsburg, W. Va.

Anyone knowing the address of one R. W. Kaylor, steam shovel engineer, last heard of in Victoria, B. C., will confer a favor by notifying Bro. A. W. Beaver, 321 Lincoln avenue, La Junta, Colo.

Wanted—To know the present whereabouts of Mr. A. S. Hall, a locomotive engineer who was in 1904 employed by the Coahuila & Zacatecas Ry., and who had previously been employed in Monterey, Mex., in a similar capacity at Smelte No. 3. Kindly address Mr. J. F. Austin, superintendent American Smelting & Refining Co., Apartado 101, Monterey, N. L., Mex.

Wanted—To know the address of Thos. B. Clarke, son of Bro. H. P. Clarke, who died in Mexico City, Sept. 18, 1913. When last heard from Thomas Clarke was in Oakland, Cal. Kindly notify Bro. W. F. V. Newton, S-T. Div. 676, 3a Montiel 8, Orizaba, Mex.

Wanted—To know the present address of H. M. and Jack Thurston. Kindly address their Sister, Mrs Thos. Cordray, Dresden, Musk. Co., O.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Kalamazoo, Mich., Sept. 8, paresis, Bro. Walter Dilley, member of Div. 2.

Seymour, Ind., Sept. 22, organic heart trouble, Bro. Alex Lee, member of Div. 39.

Portland, Me., Oct. 7, heart failure, Bro. A. E. Upham, member of Div. 40.

Rawlins, Wyo., Sept. 30, gunshot wound, Bro. John F. Hittle, member of Div. 44.

St. Louis, Mo., Sept. 17, injuries received in runaway, Bro. Nicholas Ehlen, member of Div. 48.

Ottumwa, Ia., Sept. 26, heart trouble, Bro. Mark Strassler, member of Div. 56.

W. Somerville, Mass., Sept. 29, heart disease, Bro. Harry Watson, member of Div. 61.

Philadelphia, Pa., Sept. 19, kidney and heart trouble, Bro. Patrick Riley, member of Div. 71.

Harrisburg, Pa., July 31, Bro. Geo. K. Funk, member of Div. 74.

Baltimore, Md., Sept. 23, nephritis, Bro. Albert Weatherman, member of Div. 97.

Lima, O., Sept. 24, heart trouble, Bro. J. J. Cunningham, member of Div. 120.

S. Nyack, N. Y., Sept. 22, cancer, Bro. H. L. Lewis, member of Div. 135.

W. Orange, N. J., Sept. 21, pernicious anemia, Bro. W. J. Wood, member of Div. 135.

Reno, Nev., Aug. 17, Bro. Andrew M. Freeman, member of Div. 153.

Moncton, N. B., Sept. 23, railway accident, Bro. Enoch Rushton, member of Div. 162.

Hoboken, N. J., Sept. 24, run over by train, Bro. Irvin Draney, member of Div. 171.

Toronto, Ont., Can., Oct. 4, heart failure, Bro. David Murray, member of Div. 174.

Council Bluffs, Ia., Oct. 4, general paresis, Bro. Wm. A. Andrews, member of Div. 183.

Chattanooga, Tenn., Sept. 28, Bro. James Stickle, member of Div. 186.

Huntington, W. Va., Oct. 9, blood poison, Bro. Frank F. Scott, member of Div. 190.

Palestine, Tex., Sept. 28, heart disease, Bro. P. McQuillan, member of Div. 194.

Ogden, Utah, May 15, stomach and heart trouble, Bro. Albert Seaton, member of Div. 228.

Ottawa, Ill., May 13, wreck, Bro. E. B. Jennings, member of Div. 228.

Calvert, Ala., Oct. 3, Bro. E. W. Fairchild, member of Div. 230.

Corning, N. Y., Oct. 6, heart disease, Bro. J. J. Burgey, member of Div. 244.

Sunbury, Pa., Sept. 14, acute indigestion, Bro. Joseph C. Knittle, member of Div. 250.

Jamaica, L. I., Sept. 29, tuberculosis, Bro. P. Tait, member of Div. 269.

Whitestone, L. I., Sept. 22, Bro. C. Hoehlein, member of Div. 269.

Whitestone, L. I., Sept. 22, Bro. F. Loder, member of Div. 269.

Woodburn, Ore., Aug. 31, heart trouble, Bro. Robert Evans, member of Div. 277.

Argenta, Ark., Aug. 27, derailment, Bro. A. Barron, member of Div. 278.

E. St. Louis, Ill., Oct. 5, leakage of the heart, Bro. M. J. Griffin, member of Div. 289.

Washington, Ind., Oct. 6, collision, Bro. Henry Alberts, member of Div. 289.

Walkerton, Ont., Can., July 24, pneumonia, Bro. Richard Flint, member of Div. 295.

Weatherly, Pa., Sept. 15, acute indigestion, Bro. Jacob Miller, member of Div. 316.

Oswatomie, Kans., Sept. 14, Bro. H. M. Reek, member of Div. 336.

Rutland, Vt., Sept. 18, complication of diseases, Bro. E. L. Pelsue, member of Div. 347.

Butler, Pa., Sept. 29, apoplexy, Bro. F. W. Libby, member of Div. 350.

Herington, Kans., Sept. 25, Bro. J. P. Baldy, member of Div. 385.

Melrose, Minn., Oct. 4, Bro. T. E. O'Neil, member of Div. 413.

Tuscumbia, Ala., Oct. 10, collision, Bro. J. B. Moody, member of Div. 423.

Rochester, N. Y., Sept. 27, pneumonia, Bro. John G. Reagan, member of Div. 434.

Dorchester, Mass., Sept. 27, heart failure, Bro. E. C. Wheelock, member of Div. 439.

Renovo, Pa., Oct. 2, complication of diseases, Bro. James Mills, member of Div. 465.

Nashville, Tenn., Sept. 9, Bro. D. C. Shugart, member of Div. 473.

Cleburne, Tex., July 19, nephritis, Bro. C. C. Walker, member of Div. 500.

Chicago, O., Sept. 24, Bro. W. S. Johnson, member of Div. 522.

Valley Junction, Ia., Oct. 1, engine turned over, Bro. Joseph Edwards, member of Div. 525.

Bridgeport, O., Sept. 27, heart failure, Bro. John W. Graybill, member of Div. 551.

McGehee, Ark., Sept. 17, heart disease, Bro. M. E. Coggins, member of Div. 585.

Port Arthur, Can., Oct. 6, scalded, Bro. Wm. Blaufus, member of Div. 631.

Trout, La., Sept. 15, Bro. Jewell Harrison, member of Div. 632.

Columbus, O., Aug. 26, wreck, Bro. A. C. Jex, member of Div. 661.

Council Bluffs, Ia., Sept. 17, cancer, Bro. W. W. Ayers, member of Div. 655.

Revelstoke, B. C., Can., Aug. 21, Bro. A. H. Halliday, member of Div. 657.

Los Angeles, Cal., Sept. 17, softening of the brain, Bro. Geo. Thayer, member of Div. 662.

Sierra Blanca, Mex., Sept. 18, nephritis, Bro. H. P. Clarke, member of Div. 676.

Chicago, Ill., Oct. 3, rheumatism of the heart, Bro. Carl Jensen, member of Div. 683.

Louisville, Ky., Sept. 21, heart trouble, Bro. A. T. Leonard, member of Div. 712.

Quincy, W. Va., Oct. 1, fell under train, Bro. G. R. Bott, member of Div. 714.

Carbondale, Pa., Oct. 9, wreck, Bro. Allen Sheare, member of Div. 722.

Denver, Colo., Aug. 4, Bro. John L. Crowner, member of Div. 727.

Tucumcari, N. Mex., Sept. 29, heart trouble and Bright's disease, Bro. J. R. McAlpine, member of Div. 748.

Sanford, Fla., Sept. 23, collision, Bro. Brian F. Higgins, member of Div. 769.

Houston, Tex., Sept. 5, heart failure, Bro. James Barron, member of Div. 776.

Joliet, Ill., Sept. 11, Bright's disease, Bro. Allan Cameron, member of Div. 815.

Lindsay, Ont., Can., Sept. 22, Maud Bonisteel, daughter of Bro. M. A. Bonisteel, member of Div. 174.

Washington, D. C., Sept. 24, Bright's disease, Bro. John F. Ensign, member of Div. 186, chief inspector of locomotive boilers, division of locomotive boiler inspection of the Interstate Commerce Commission. He was born at Marathon, N. Y., March 23, 1862. Early in life he went to Colorado and began railway work on the C. B. & Q. as a blacksmith, transferred to machinist, and subsequently to fireman and engineer, and was employed as such in 1888, and quit when the strike in February of that year was called. He was appointed an inspector of safety appliances under the Interstate Commerce Law in 1892, and when the boiler inspection law had been passed he was appointed chief inspector by President Taft, and in that capacity demonstrated splendid executive ability, and in his many addresses before railroad officials and mechanics demonstrated that he was master of the subject of boiler construction and the needs to insure safety; and, as a member of the B. of L. E., while we regret his passing, we may be proud of the place he won for himself as a representative of the B. of L. E., whose influence gave him opportunity to render splendid service as chief inspector.

EDITOR.

ADMITTED BY TRANSFER CARD

Into Division—

- 51—Wm. R. Brown, from Div. 45.
- 107—C. C. Cummings, from Div. 756.
- 124—Geo. W. Lust, from Div. 34.
- 155—J. H. Payne, from Div. 498.
- 225—H. W. Jennings, from Div. 756.
- 228—James Crum, E. G. Hardy, from Div. 634.
- W. McNutt, from Div. 721.
- 235—I. N. Phillips, from Div. 292.
- 267—H. Lawson, from Div. 239.
- 274—C. E. Dofa, from Div. 101.
- 298—W. L. Gooley, from Div. 260.
- 322—C. H. Warren, D. A. Grimsley, from Div. 355.
- 328—W. S. Hall, from Div. 717.
- J. G. Hammonds, from Div. 495.

Into Division—

- 327—W. A. Gale, from Div. 428.
- 355—W. Wilson, S. W. Arbuckle, from Div. 322.
- 356—W. H. Wilson, from Div. 474.
- 384—Rush Menefee, from Div. 37.
- 386—John Foose, from Div. 396.
- P. G. Conrad, from Div. 473.
- 402—Peter Huber, from Div. 147.
- 409—D. L. Laird, from Div. 156.
- 416—Samuel E. Hammond, from Div. 255.
- 427—J. F. Juleson, from Div. 214.
- 443—E. R. Scott, from Div. 147.
- 460—W. P. Lilly, from Div. 270.
- 476—C. L. Mason, from Div. 277.
- 499—R. E. Brown, from Div. 123.
- 510—C. H. Ferguson, from Div. 504.
- 519—L. F. Gunder, from Div. 153.
- 525—L. F. May, from Div. 180.
- 540—M. F. Gunnonde, from Div. 136.
- V. H. Thomas, Mark McLean, H. G. Moore, from Div. 798.
- 562—F. Sewell, from Div. 33.
- 565—Frank S. Adams, Wm. Kyser, John H. McGreagor, from Div. 260.
- 627—F. F. Anderson, from Div. 298.
- 662—O. H. Johnson, W. M. Riggs, from Div. 398.
- 713—D. E. Snyder, from Div. 383.
- 728—Herbert Shepherd, from Div. 308.
- 758—R. J. Dettlein, from Div. 622.
- 764—A. B. Warner, from Div. 796.
- 779—W. J. Breed, from Div. 189.
- J. W. Winn, from Div. 84.
- J. A. Rice, from Div. 197.
- 780—E. J. Gariett, from Div. 475.
- 785—Geo. E. Charlton, from Div. 771.
- 786—W. A. Cornell, from Div. 239.
- 789—Lem J. Miller, from Div. 596.
- 796—H. R. Simpson, from Div. 540.
- 801—James E. Fisher, from Div. 396.
- 808—George Horn, from Div. 494.
- 816—A. B. McGillivray, from Div. 764.
- 823—W. T. Day, from Div. 617.
- 829—J. E. Odem, from Div. 782.
- 831—J. J. Conniff, J. H. Wagner, from Div. 218.
- 833—H. D. Walters, from Div. 399.
- 836—Geo. Schumacher, M. L. Parkins, from Div. 801.
- 838—John P. Doyle, from Div. 756.
- F. W. Polk, from Div. 471.
- J. R. Edmonds, from Div. 623.
- G. E. Taylor, from Div. 309.

WITHDRAWALS

From Division—

- 12—Amos R. Palmer.
- 13—Wm. Fitzsimmons.
- 59—Edwin Magga.
- 64—Collins H. Aiken.
- 70—George Mimmis.
- 103—Sayer Hansen.

From Division—

- 136—C. D. Farley.
- 427—H. E. Kinsley.
- 519—H. Van Dine.
- 639—A. Numaker.
- 688—Wm. Y. Rohrbach.
- 796—Jas. H. Surtess.

REINSTATEMENTS

Into Division—

- 8—Donahue.
- 10—A. Deto.
- 54—Floyd A. Smith.
- F. E. Ross.
- 77—Fred. T. Toffey.
- 83—W. T. Bellflower.
- 84—C. A. Sigman.
- 95—Clem Meyers.
- 99—J. R. Markette.
- 108—J. W. Gess.
- 177—W. W. Owen.
- 182—J. A. Wilson.
- 185—Jas. G. Bennett.
- 205—John J. Kane.
- 228—E. W. Bruner, by consent of G. C. E.
- 230—W. H. English.
- 232—Frank T. Austin.
- 243—Alex McArthur.
- 245—C. L. Yulle.
- H. E. Ball.
- 309—J. L. Alvarez.

Into Division—

- 370—Smith W. McKelvey.
- 383—R. B. Marden.
- 394—Wm. C. Covert.
- 403—Francis Singer.
- 438—L. L. Hopper.
- 471—E. B. Van Aiken.
- 475—H. F. Snow.
- 482—Chas. M. Dimmick.
- 486—R. O. Cross.
- 488—Frank Spellman.
- 595—E. D. Chaillie.
- 624—N. Laplant.
- C. E. Bradford.
- 646—W. A. Jones.
- 658—Robert Jack.
- 674—R. Hunter.
- 678—W. O. Glancy.
- 729—Allen Boykin.
- B. F. Blakeslee.
- 773—G. L. Englebright, by consent of E. C. E.
- 791—Robert Dismore.

EXPELLED

FOR NON-PAYMENT OF DUES.

- 4—C. F. Van Tine.
 14—Matt Jones.
 23—A. B. Hanks,
 T. H. Williamson,
 T. O. Nunnally.
 58—F. J. Bourgarde.
 71—Geo. C. Graham.
 77—John R. Wiggins,
 H. L. Porter.
 84—M. Kelly.
 89—J. Goulbourne.
 95—W. H. Davis.
 98—I. F. Taylor,
 Geo. Melton,
 H. L. Young,
 James Napier.
 110—Alex. W. Clements.
 126—C. A. Fuller.
 128—Chas. McGuire,
 A. Mudie.
 145—John S. Fulton.
 169—Thos. Kane,
 Wm. J. Cleary.
 182—Chas. George,
 J. J. Phelan.
 188—Chas. H. Smith.
 192—Harry L. Bradt,
 J. W. Mann,
 J. W. Levis,
 D. Myhalter,
 W. A. Babb,
 E. P. Durand,
 H. A. Wells.
 193—J. M. Fontenot.
 194—E. E. Crutchfield,
 S. B. Henry.
 195—H. E. Hall.
 196—H. Cunningham.
 209—Albert Miller.
 219—C. C. Leach.
 226—John Boylan.
 228—J. H. Rose.
 230—J. E. Looney.
 239—S. L. Coram.
 257—Nicholas McCarty.
 62—E. C. Coyle,
 Wm. Garrahan,
 T. J. Harris.
 281—L. J. Palendina,
 H. Montgomery,
 J. J. Mulvahill,
 J. J. Roberts,
 G. A. Barner.
 283—J. F. McHale.
 286—Chas. B. Edwards.
 301—R. L. Lucas.
 309—J. W. Anderson.
 315—A. Copeland.
 360—K. Borden,
 T. C. Fancher,
 S. Repp.
 G. A. Sires.
 362—J. W. Elliott.
 372—J. E. Heider.
 373—A. B. Black.
 376—Thos. Newhard.
 377—Roscoe Ralily.
 387—Frank S. Ireton.
 409—J. D. Thomasson.
 419—J. Besse,
 S. B. Dunning,
 D. P. Foley,
 T. A. Whitney,
 M. McDonald,
 Wm. F. Lynch.
 428—C. W. Jones,
 H. T. Carpenter.
 438—J. A. Lowley,
 J. Hudson,
 S. D. Lumsford,
 F. J. Harrell.
 446—Leroy B. Moody.
 460—J. P. Emmett.
 477—A. B. McIlvain,
 W. F. Fry,
 A. B. Westfall,
 J. S. Wilson.
 490—Frank Mowder.
 491—P. H. Daugherty.
 508—M. S. Williams.
 523—R. J. Dunlap,
 E. S. Cupp.
 527—L. O. Matthews.
 569—S. W. Hoag.
 576—G. H. Wagner,
 T. F. Wallis,
 James Thompson,
 N. L. Keeler.
 579—Jos. Skinner.
 582—P. H. Dollard.
 591—Chas. Gillespie.
 593—R. K. Owen.
 609—A. A. Albaugh.
 611—P. Fitzsimmons.
 616—M. A. Cooley.
 624—E. J. Frank.
 645—Geo. S. Foster.
 650—F. Schwacha,
 C. O. Westcott.
 651—Harry Boyer.
 656—A. L. Johnson.
 674—J. V. Lynch.
 678—J. H. Hadfield,
 F. N. Smith.
 703—J. P. Ford.
 709—Fred S. Williams.
 712—John W. Piercy.
 759—W. R. Tomlinson.
 764—R. P. Corrigan,
 H. B. Stauffer,
 J. J. Jenkins,
 George Fenby.
 777—Mark Moore.
 790—Wm. Gray,
 Burt Brockway,
 H. A. Schroeder,
 Wm. T. Baker.
 796—F. E. Etter.
 823—L. Holliman.
 824—J. M. Barber.
 825—S. Smythe.
 827—J. E. Baker.
 828—J. T. Huntley,
 H. J. Raymer.

FOR OTHER CAUSES.

- 94—J. M. Hoey, non-payment of dues and forfeiting insurance.
 53—Chas. B. Pugh, non-payment of dues and forfeiting insurance.
 65—Willard Patton, non-payment of dues and violation of obligation.
 71—A. M. Wagner, forfeiting insurance.
 97—A. H. Philo, non-payment of dues and not corresponding with Division.
 153—Harry Kibbey, R. M. Crow, non-payment of dues and forfeiting insurance.
 156—A. C. Ellison, violation of obligation.
 185—G. H. Clements, non-payment of dues and forfeiting insurance.
 193—J. R. Dwyer, unbecoming conduct.
 196—W. H. Lewis, non-payment of dues and forfeiting insurance.

- 197—F. Gayton, W. T. Banks, non-payment of dues and forfeiting insurance.
 221—G. W. Cox, non-payment of dues and forfeiting insurance.
 222—A. Winberg, W. A. Mullikin, non-payment of dues and forfeiting insurance.
 233—G. H. Laign, non-payment of dues and failing to take out insurance.
 252—Chas. W. L'Heureux, non-payment of dues and failing to correspond with Division.
 253—C. C. Place, non-payment of dues and forfeiting insurance.
 258—S. E. Alexander, intoxication.
 269—J. De Mott, intoxication.
 271—J. K. McQuinston, forfeiting insurance.
 283—A. V. Warren, non-payment of dues and violation of obligation.
 287—J. H. McKenzie, violation of obligation and forfeiting insurance.
 301—C. M. Mercer, non-payment of dues and forfeiting insurance.
 344—Henry B. Wiseman, Jesse L. Peters, non-payment of dues and forfeiting insurance.
 371—Clem Welcker, non-payment of dues and not corresponding with Division.
 I. C. Haulman, forfeiting insurance.
 372—E. R. Harris, non-payment of dues and failing to correspond with Division.
 382—John D. Jones, Harold E. Freudenthal, C. E. Guenther, non-payment of dues and forfeiting insurance.
 386—P. W. Gooch, forfeiting insurance.
 397—C. E. Harris, non-payment of dues and not corresponding with Division.
 419—John J. Kelly, non-payment of dues and forfeiting insurance.
 422—W. D. Oakford, non-payment of dues and forfeiting insurance.
 426—L. E. Commague, non-payment of dues and not taking out insurance.
 429—E. C. Ward, non-payment of dues and not corresponding with Division.
 436—R. L. Chitwood, non-payment of dues and forfeiting insurance.
 449—W. J. Neal, Ira Lankford, intoxication.
 491—W. F. Webb, forfeiting insurance.
 C. P. Truelson, non-payment of dues and forfeiting insurance.
 497—P. Sweeney, non-payment of dues and forfeiting insurance.
 565—C. W. Holcomb, non-payment of dues and forfeiting insurance.
 582—Frank Dotzaur, John P. Barry, non-payment of dues and forfeiting insurance.
 588—N. R. Adams, violation of Sec. 51, Statutes.
 589—F. W. Scott, E. A. Thompson, forfeiting insurance.
 695—Roy Bailey, non-payment of dues and not corresponding with Division.
 703—W. S. Springer, non-payment of dues and forfeiting insurance.
 705—Osborne Hoover, John E. Straining, Franklin Hunsicker, Wm. McL. Stahley, Clarence J. Baker, non-payment of dues and forfeiting insurance.
 706—O. D. Blackwell, non-payment of dues and forfeiting insurance.
 743—H. A. Camden, intoxication and unbecoming conduct.
 755—G. L. Foreman, non-payment of dues and not corresponding with Division.
 756—Al Lawton, unbecoming conduct.
 763—A. Galletly, J. J. Galletly, J. C. Quigley, violation of obligation and unbecoming conduct.
 764—Wm. Brown, non-payment of dues and not corresponding with Division.
 772—J. S. Findley, intoxicated while on duty.
 803—W. O. Evans, non-payment of dues and forfeiting insurance.
 805—Fred R. Quincy, Wm. Empting, Joseph Rathe, non-payment of dues and forfeiting insurance.
 821—F. C. Coates, non-payment of dues and not corresponding with Division.
 827—J. J. Stienwinder, non-payment of dues and forfeiting insurance.

The expulsion of Bro. John F. Chester, Div. 385, which appeared in the October JOURNAL, was a mistake. Brother Chester was reinstated into Div. 385 instead of expelled.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

The B. of L. E. Journal.

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LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 1048-1051.

SERIES L

OFFICE OF ASSOCIATION, ROOM 1136, B. OF L. E. BLDG.
CLEVELAND, OHIO, NOV. 1, 1913.

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 118, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
975	W. M. Marshall...	31	55	Aug. 28, 1910	Aug. 16, 1912	Blind.....	\$3000	Self.
976	F. E. Fowle.....	38	121	Nov. 12, 1901	Oct. 2, 1912	Blind right eye....	1500	Self.
977	Wm E. Frohring..	45	542	July 27, 1903	Oct. 30, 1912	Blind right eye....	1500	Self.
978	W. A. Moore.....	48	817	Aug. 29, 1907	Oct. 3, 1913	Killed.....	3000	Lillie E. Moore, w.
979	Alex. MacLeay....	60	112	Mar. 13, 1886	Aug. 27, 1913	Tuberculosis.....	1500	Ethel C. MacLeay, d.
980	Robert Evans.....	54	277	May 23, 1892	Aug. 31, 1913	Bright's disease...	1500	Hannah E. Evans, w
981	James Barron.....	66	776	May 21, 1896	Sept. 5, 1913	Heart trouble.....	3000	Dora Barron, w.
982	George Lane.....	43	1	May 12, 1907	Sept. 11, 1913	Diabetes.....	1500	Isabella A. Lane, w.
983	Jas. W. Casey.....	80	220	Aug. 4, 1893	Sept. 11, 1913	Chronic cystitis...	3000	Margaret Casey, w.
984	John Taylor.....	57	9	Jan. 3, 1887	Sept. 11, 1913	Cerebral hemorrh'ge	3000	Son and daughter.
985	J. T. Roach.....	47	799	Aug. 18, 1912	Sept. 13, 1913	Killed.....	1500	Maggie Roach, w.
986	Jos. C. Knittle....	58	250	Jan. 29, 1896	Sept. 14, 1913	Dilatation of heart	1500	Annie S. Knittle, w.
987	Daniel B. Jones....	53	130	Feb. 1, 1899	Sept. 15, 1913	Apoplexy.....	1500	Rachel Jones, w.
988	Jacob Miller.....	69	816	June 18, 1891	Sept. 15, 1913	Heart failure.....	1500	Mary B. Miller, w.
989	J. R. Harrison.....	28	632	June 2, 1912	Sept. 15, 1913	Killed.....	1500	Ruth E. Harrison, w.
990	Nicholas Ehlen....	64	48	July 2, 1889	Sept. 17, 1913	Killed.....	1500	Dora F. Ehlen.
991	M. E. Coggins.....	31	585	Mar. 6, 1909	Sept. 17, 1913	Heart disease.....	1500	Jennie Coggins, w.
992	W. W. Ayers.....	46	655	Apr. 25, 1892	Sept. 17, 1913	Cancer of liver....	1500	Mrs. W. W. Ayers, w.
993	H. P. Clarke.....	48	676	July 22, 1912	Sept. 18, 1913	.....	1500	Thos. B. Clarke, s.
994	E. L. Pelsue.....	46	347	May 5, 1901	Sept. 18, 1913	Heart disease.....	1500	Susie E. Pelsue, w.
995	E. C. Wheelock....	60	439	Feb. 3, 1875	Sept. 19, 1913	Bright's disease...	3000	Mrs. E. C. Wheelock, w
996	M. A. Lovell.....	69	541	Dec. 17, 1872	Sept. 19, 1913	Cerebral hemorrh'ge	3000	Emma Lovell.....
997	Patrick Reilly....	48	71	Sept. 9, 1905	Sept. 19, 1913	Heart disease.....	1500	Mary P. Reilly, w.
998	Wm. J. Woods.....	67	135	Oct. 13, 1871	Sept. 21, 1913	Pernicious anemia	3000	Charlotte T. Wood, w.
999	T. A. Leonard.....	50	712	July 30, 1892	Sept. 21, 1913	Arterio sclerosis...	1500	Mrs. T. A. Leonard, w
1000	F. M. Loder.....	59	269	Feb. 10, 1885	Sept. 22, 1913	Killed.....	3000	Sons.
1001	H. L. Lewis.....	62	135	May 17, 1893	Sept. 22, 1913	Cancer of stomach	1500	Lillie Lewis, w.
1002	Albt. Weatherman	69	97	July 31, 1893	Sept. 22, 1913	Nephritis.....	1500	M. E. Weatherman, w

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability	Am't of Ins.	To Whom Payable.
1003	Jas. E. Cameron...	35	664	Apr. 4, 1910	Sept. 22, 1913	Killed	\$1500	Bessie Cameron, w.
1004	Alexander Lee...	60	39	Apr. 21, 1897	Sept. 22, 1913	Heart disease.....	1500	Julia Lee, w.
1005	D. T. Mahoney...	43	369	Oct. 27, 1901	Sept. 22, 1913	Hemorrh'ge of lungs	3000	Nora Mahoney, m.
1006	Chas. Hohlein...	51	269	Mar. 24, 1887	Sept. 22, 1913	Killed.....	1500	Mary Hohlein, w.
1007	B. F. Higgins...	26	769	Sept. 4, 1910	Sept. 23, 1913	Killed.....	1500	Isad a G. B. Higgins, w.
1008	Enoch Rushton...	53	162	Feb. 22, 1909	Sept. 23, 1913	Killed.....	1500	Arlotta A. Rushton, w.
1009	C. E. Lundborg...	36	19	Aug. 29, 1906	Sept. 23, 1913	Foot amputated....	4500	Self.
1010	J. J. Cunningham...	40	120	Oct. 12, 1902	Sept. 24, 1913	Mitral insufficiency	750	Mary Cunningham, s.
1011	W. S. Johnson...	37	522	Sept. 5, 1901	Sept. 24, 1913	Killed.....	1500	Annie M. Johnson, m.
1012	J. F. Ensign...	52	186	Feb. 10, 1893	Sept. 24, 1913	Bright's disease....	4500	Sadie E. Ensign, w.
1013	Irwin Draney...	51	171	Feb. 10, 1887	Sept. 24, 1913	Killed.....	1500	Maggie Draney, w.
1014	H. Dewees...	71	22	Oct. 9, 1889	Sept. 25, 1913	Heart trouble.....	3000	Sons.
1015	Mark Strasler...	71	56	Mar. 1, 1868	Sept. 26, 1913	Dilatation of heart	3000	Navini E. Strasler, w.
1016	John W. Graybill...	43	551	Sept. 5, 1898	Sept. 26, 1913	Cerebral hemorrh'ge	750	Jane E. Graybill, w.
1017	Harry Watson...	49	61	July 23, 1901	Sept. 27, 1913	Heart disease.....	750	Mary Watson, w.
1018	James Stickle...	79	186	Apr. 2, 1885	Sept. 28, 1913	Septicemia.....	3000	Son and daughters.
1019	J. G. Reagan...	67	434	July 11, 1893	Sept. 28, 1913	Pneumonia.....	3000	Jno. G. Reagan, Jr., s.
1020	F. W. Libby...	53	350	Aug. 21, 1887	Sept. 29, 1913	Hemiplegia.....	1500	E. Wright Bisbee, u.
1021	Jos. R. McAlpine...	60	718	Mar. 13, 1897	Sept. 29, 1913	Heart disease.....	4500	Mabel E. McAlpine, w.
1022	D. W. Harsh...	39	756	Oct. 30, 1907	Sept. 29, 1913	Leg amputated.....	4500	Self.
1023	Philip Tait...	49	269	Dec. 3, 1894	Sept. 29, 1913	Tuberculosis.....	1500	Jane M. Tait, w.
1024	Edward Dowdle...	48	152	Nov. 7, 1892	Sept. 30, 1913	Pulmonary oedema	1500	Sarah F. Dowdle, w.
1025	John F. Hittle...	67	44	Apr. 25, 1881	Sept. 30, 1913	Shot.....	3000	Nellie Hittle, w.
1026	Jos. A. Edwards...	35	525	Mar. 5, 1911	Oct. 1, 1913	Killed.....	3000	Julia Edwards, w.
1027	G. R. Bott...	31	714	Dec. 3, 1911	Oct. 1, 1913	Killed.....	1500	Madora F. Bott, m.
1028	J. A. Mills...	67	465	Jan. 24, 1892	Oct. 2, 1913	Cirrhosis of liver...	1500	Wife and children.
1029	John Mills...	57	213	Dec. 24, 1898	Oct. 3, 1913	Heart failure.....	1500	Mary J. Mills, w.
1030	Thos. E. O'Neil...	43	413	Mar. 17, 1901	Oct. 4, 1913	General paresis....	750	Mary O'Neil, w.
1031	David Murray...	52	174	July 7, 1901	Oct. 4, 1913	Heart disease.....	1500	Annie E. Murray, w.
1032	Wm. A. Andrews...	41	183	July 20, 1903	Oct. 4, 1913	General paresis....	1500	Mary Andrews, w.
1033	M. J. Griffin...	52	289	Apr. 6, 1886	Oct. 5, 1913	Pulmonary hem'ge	3000	Allie M. Griffin, w.
1034	M. G. Weaver...	42	437	Apr. 20, 1909	Oct. 5, 1913	Tuberculosis.....	3000	Son and daughter.
1035	John Burgey...	60	244	Nov. 17, 1888	Oct. 6, 1913	Heart disease.....	3000	Nell C. Burgey, w.
1036	J. W. Franks...	54	27	Mar. 11, 1894	Oct. 6, 1913	Apoplexy.....	3000	Ella H. Franks, w.
1037	Henry Alberty...	47	289	Sept. 17, 1899	Oct. 6, 1913	Killed.....	3000	Annie Alberty, w.
1038	Chas. O. Hill...	57	61	Mar. 24, 1905	Oct. 6, 1913	Heart disease.....	1500	Martha A. Hill, w.
1039	A. E. Upham...	39	40	July 26, 1903	Oct. 7, 1913	Heart disease.....	1500	Rose J. Upham, w.
1040	C. M. Sampson...	36	262	Feb. 15, 1909	Oct. 8, 1913	Leg amputated.....	3000	Self.
1041	John Rowan...	46	677	July 9, 1899	Oct. 8, 1913	Sarcoma of lung...	1500	Mary Rowan, w.
1042	W. R. Lincoln...	78	200	Sept. 25, 1880	Oct. 9, 1913	Peritonitis.....	3000	Jennie Lincoln, w.
1043	Allen Sheare...	47	722	July 22, 1904	Oct. 9, 1913	Killed.....	1500	Brothers and sister.
1044	J. M. Moody...	31	423	Mar. 26, 1908	Oct. 9, 1913	Killed.....	3000	Mother and father.
1045	F. F. Scott...	38	190	Apr. 1, 1907	Oct. 9, 1913	Septicemia.....	1500	Enola L. Scott, w.
1046	Thos. Jefferson...	45	354	Feb. 22, 1893	Oct. 10, 1913	Killed.....	1500	Emily Jefferson, w.
1047	Edward Carman...	47	185	Oct. 20, 1901	Oct. 11, 1913	Septic pyemia.....	1500	Anna Carman, w.
1048	John J. Thomas...	40	648	July 31, 1904	Oct. 12, 1913	Killed.....	3000	J. S. Thomas, f.
1049	James Whitty...	43	66	Dec. 7, 1902	Oct. 12, 1913	Drowned.....	1500	Mary Whitty, w.
1050	C. J. Vieg...	46	100	Jan. 29, 1905	Oct. 13, 1913	Killed.....	3000	Eva Vieg, w.
1051	Wm. F. Hyssong...	57	685	Mar. 19, 1889	Oct. 13, 1913	Myelitis.....	1500	Annie W. Hyssong, w.

Total number of claims, 77. Total amount of claims, \$163,500.00.

Financial Statement.

CLEVELAND, O., Oct. 1, 1913.	
MORTUARY FUND FOR SEPTEMBER.	
Balance on hand.....	\$249,036 04
Paid in settlement of claims.....	192,204 17
Surplus.....	\$ 56,831 87
Received by assessments 833-836 and back assessments.....	\$159,345 93
Received from members carried by the Association.....	245 25
Interest for September, 1913.....	624 48
Balance in bank Sept. 30, 1913.....	\$217,047 53
SPECIAL MORTUARY FUND.	
Balance on hand.....	\$209,541 61
Received for September, 1913.....	17,738 28
Balance in bank Sept. 30, 1913.....	\$227,279 89
EXPENSE FUND FOR SEPTEMBER	
Balance on hand.....	\$55,506 06
Received from fees.....	339 23
Received from 2 per cent.....	3,547 66
Total.....	59,392 95
Expenses during month of Sept. 1913.....	2,829 61
Balance in bank Sept. 30, 1913.....	\$56,563 34

Statement of Membership.

FOR SEPTEMBER, 1913.	
Classified representatives:	\$750 \$1,500 \$2,250 \$3,000 \$3,750 \$4,500
Total membership Aug. 31, 1913.....	1,848 42,704 141 19,161 10 4,059
Applications and reinstatements received during the month.....	237 90 27
Totals.....	1,848 42,941 141 19,251 10 4,059
From which deduct policies terminated by death, accident, or otherwise.....	9 144 1 32 1 12
Total membership Sept. 30, 1913.....	1,834 42,797 140 19,219 9 4,074
Grand total.....	68,087

WEEKLY INDEMNITY CLAIMS PAID OCTOBER 1, 1913.

Cl'im	Div.	Name	Amount Paid	Cl'im	Div.	Name	Amount Paid
859	301	R. L. Evans.....	\$25 71	925	372	B. W. Willett.....	\$17 14
860	511	George A. Day.....	17 14	926	492	E. B. Carter.....	45 00
861	297	Jos. H. Busch.....	82 14	927	602	Elmer C. Sabin.....	17 14
862	27	David A. Kuhn.....	42 86	928	271	Wm. Conway.....	697 14
863	177	J. F. Reynolds.....	14 29	929	317	Chas. Mankin, Jr.....	17 14
864	301	Thos. P. Cahill.....	48 57	930	542	John Manning.....	48 57
865	288	E. J. Costello.....	11 43	931	548	George Manmiller.....	60 00
866	584	H. M. Pugh.....	51 43	932	230	J. M. Smith.....	40 00
867	738	D. F. Moore.....	7 14	933	758	D. D. Brown.....	188 57
868	96	Jas. W. Sanborn.....	60 00	934	444	J. R. Williams.....	20 00
869	372	Phil Rothenbach.....	168 57	935	488	George St. John.....	28 57
870	372	F. J. Kilp.....	20 00	936	487	L. A. Buchanan.....	85 71
871	213	Thos. M. Luckey.....	111 43	937	120	M. L. Harruff.....	30 00
872	3	W. F. Storey.....	34 29	938	372	M. Dollhausen.....	10 71
873	206	W. R. Sherwood.....	60 00	939	801	H. T. Batchelor.....	180 00
874	147	C. T. Henderson.....	28 57	940	361	Martin Ball.....	60 00
875	603	F. S. Stone.....	131 43	941	361	H. D. Bruce.....	34 29
876	606	O. D. McLaughlin.....	20 00	942	606	A. T. Carter.....	105 71
877	349	W. A. Boink.....	100 71	943	364	J. O. King.....	25 71
878	31	A. R. Singletary.....	11 43	944	431	Chas. L. Bitzer.....	25 71
879	230	J. P. O'Bryan.....	40 00	945	584	John H. Egbert.....	40 00
880	123	Henry Robbs.....	94 29	946	538	E. P. Hackett.....	71 43
881	267	I. Allison.....	100 00	947	507	E. L. Gardner.....	20 00
882	564	W. M. Lannon.....	20 00	948	603	J. C. Waters.....	40 00
883	448	G. W. Fizer.....	25 71	949	514	P. A. Varley.....	37 14
884	507	F. E. Moad.....	22 86	950	117	John A. Strayer.....	17 14
885	588	J. M. Young.....	21 43	951	511	J. G. Napier.....	54 29
886	23	H. L. Riels.....	60 00	952	511	C. M. Cardwell.....	20 00
*887	501	A. L. Phillips, Adv.....	120 00	953	218	George T. Coffman.....	12 86
*888	19	C. E. Lundborg, Adv.....	500 00	954	294	Henry C. R. Sieber.....	40 71
889	495	C. B. Goins.....	77 14	955	210	J. F. Emerson.....	5 71
890	19	S. L. Webster.....	162 86	956	210	J. F. Emerson.....	2 86
891	119	J. W. Miller.....	37 14	957	724	George Roberts.....	15 00
892	27	G. K. Flahburn.....	20 00	958	649	J. A. Greene.....	14 29
893	237	Geo. W. Wood.....	34 29	959	536	J. R. Schnably.....	14 29
894	323	W. H. Wallace.....	5 71	960	609	J. L. Curry.....	51 43
895	523	H. T. True.....	82 86	961	609	Wm. Epple.....	12 86
896	578	C. E. Paxton.....	22 86	962	743	L. K. Matthews.....	45 71
897	301	G. C. Cumble.....	65 71	963	221	T. O. McIlvain.....	180 00
898	547	B. W. McFall.....	11 43	964	230	L. A. Schlevolgh.....	17 14
899	156	W. H. Duncan.....	28 57	965	332	L. D. McDonald.....	20 00
900	527	D. H. Diller.....	17 14	966	232	Wm. Campbell.....	34 29
901	203	Milo Dillon.....	25 71	967	385	D. T. De Groot.....	34 29
*902	181	G. W. Trott.....	8 98	968	345	E. W. Omer.....	20 00
903	10	Chas. F. Belle.....	12 86	969	331	J. F. Coulson.....	20 00
904	485	L. D. Smith.....	22 86	970	408	George Witmer.....	70 71
905	617	R. A. Dobyms.....	66 43	971	391	Robert B. Wright.....	54 29
906	444	Wm. C. Boyle.....	28 57	972	176	Fred Purcell.....	15 00
907	632	G. T. Hale.....	45 71	973	19	E. E. Ellsworth.....	6 43
908	463	Wm. Shively.....	42 86	974	42	L. J. Gamache.....	37 14
909	8	H. C. Montgomery.....	57 14	975	400	Oscar Macy.....	51 43
910	427	F. L. McCarty.....	34 29	976	132	Joe. J. Worden.....	80 00
911	66	Albert Murlset.....	34 29	977	778	G. H. Cook.....	114 29
912	154	F. T. Schmidt.....	15 71	978	603	Morgan B. Crane.....	27 14
913	391	A. D. Bowman.....	12 86	979	408	M. J. McCarty.....	94 29
914	582	John W. Bickel.....	34 29	980	230	W. J. Henry.....	25 71
915	473	H. P. Hartuppee.....	68 57	981	485	R. C. Ludlow.....	182 86
916	448	A. E. Garrett.....	31 43	982	357	Weston P. Kelley.....	14 29
917	93	J. W. Anderton.....	125 71	671	265	J. L. Wysong, Bal.....	185 00
918	251	Elmer F. Shear.....	122 86	*436	288	D. F. Washburn, Adv.....	65 00
919	237	H. E. Churchill.....	48 57	518	177	W. D. Lewis, Bal.....	37 14
920	713	Geo. H. Noakes.....	120 00	*229	446	C. A. Stowell, Bal.....	354 29
921	408	Wm. Hettisimer.....	45 00	750	86	Frank Rashaw, Bal.....	97 14
922	286	H. Vanden Belt.....	24 29	*754	786	S. J. Hays, Adv.....	125 00
923	156	G. H. Marsh.....	40 00	584	83	Thomas Burns, Adv.....	300 00
924	400	Frank M. Brown.....	38 57				

\$8220 55 \$8220 35

Total number of Weekly Indemnity Claims, 125.

*Number of Advance Payments on Claims, 5.

**Claims reopened, 1.

INDEMNITY DEATH CLAIMS PAID OCTOBER 1, 1913.

Claim	Div.	Name	Amt. Paid
125	245	C. G. Hueneryager.....	\$1000 00
126	789	Arthur L. See.....	2000 00
			\$3000 00

Total number of Indemnity Death Claims, 2.

Weekly Indemnity Claims paid from Dec. 1, 1906, to Sept. 1, 1913.....\$485,473 37

Indemnity Death Claims paid from April 1, 1907, to Sept. 1, 1913.....220,208 57

\$705,681 94 705,681 94

\$716,902 29

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y & Treas.

DIVISIONS BY STATES.

ALABAMA	407	Chaudhri Jct.	558	Pt. Wayne.	557	MASSACHUSETTS.	Concord.	385	Newark.	756	Memphis	756	Memphis
Birmingham.	458	Farmham.	559	Bay City.	558	ALABAMA.	Concord.	386	Newark.	757	Memphis	757	Memphis
Birmingham.	459	Joliette.	560	Bay City.	559	ALABAMA.	Woodville.	672	Painesville.	413	Nashville.	413	Nashville
Birmingham.	460	Montreal.	561	Hammond.	562	NEW JERSEY.	Atlantic City.	586	Portsmouth.	511	Nashville.	511	Nashville
Birmingham.	461	Montreal.	562	Howell.	563	NEW JERSEY.	Camden.	112	Springfield.	246	TAMPA.	246	TAMPA
Mobile.	140	Montreal.	563	Huntington.	564	NEW JERSEY.	Camden.	387	Toledo.	454	Amarillo.	454	Amarillo
Montgomery.	452	Quebec.	564	Indianapolis.	565	NEW JERSEY.	Elizabeth.	684	Toledo.	455	Amarillo.	455	Amarillo
Montgomery.	453	Quebec.	565	Indianapolis.	566	NEW JERSEY.	Elizabeth.	685	Toledo.	456	Big Spring.	456	Big Spring
Helena.	223	Richmond.	566	Indianapolis.	567	NEW JERSEY.	Hoboken.	71	Van Wert.	354	Cleburne.	354	Cleburne
Tuscaloosa.	450	Riviere du Loup.	567	Indianapolis.	568	NEW JERSEY.	Jersey City.	185	Wellsville.	170	Commerce.	170	Commerce
Tusculum.	448	Sherbrooke.	568	Jeffersonville.	569	NEW JERSEY.	Jersey City.	186	Youngstown.	229	Dalhousie.	229	Dalhousie
ARIZONA.	618	Sorel.	569	Logansport.	570	NEW JERSEY.	Jersey City.	187	OKLAHOMA.	620	Del Rio.	620	Del Rio
Douglas.	619	Colorado.	570	Logansport.	571	NEW JERSEY.	Jersey City.	188	OKLAHOMA.	621	Del Rio.	621	Del Rio
Prescott.	647	Cardiff.	571	Michigan City.	572	NEW JERSEY.	Jersey City.	189	OKLAHOMA.	622	Del Rio.	622	Del Rio
Tucson.	648	Colorado City.	572	New Albany.	573	NEW JERSEY.	Jersey City.	190	OKLAHOMA.	623	Del Rio.	623	Del Rio
Winslow.	184	Denver.	573	Perry.	574	NEW JERSEY.	Jersey City.	191	OKLAHOMA.	624	Del Rio.	624	Del Rio
ARKANSAS.		Denver.	574	Perry.	575	NEW JERSEY.	Jersey City.	192	OKLAHOMA.	625	Del Rio.	625	Del Rio
Argenta.	278	Denver.	575	Perry.	576	NEW JERSEY.	Jersey City.	193	OKLAHOMA.	626	Del Rio.	626	Del Rio
Argenta.	279	Denver.	576	Perry.	577	NEW JERSEY.	Jersey City.	194	OKLAHOMA.	627	Del Rio.	627	Del Rio
Cotton.	701	Grand Junction.	577	Perry.	578	NEW JERSEY.	Jersey City.	195	OKLAHOMA.	628	Del Rio.	628	Del Rio
Eldorado.	702	La Junta.	578	Perry.	579	NEW JERSEY.	Jersey City.	196	OKLAHOMA.	629	Del Rio.	629	Del Rio
Fort Smith.	703	Pueblo.	579	Perry.	580	NEW JERSEY.	Jersey City.	197	OKLAHOMA.	630	Del Rio.	630	Del Rio
Little Rock.	704	Salida.	580	Perry.	581	NEW JERSEY.	Jersey City.	198	OKLAHOMA.	631	Del Rio.	631	Del Rio
Little Rock.	705	Sterling.	581	Perry.	582	NEW JERSEY.	Jersey City.	199	OKLAHOMA.	632	Del Rio.	632	Del Rio
M. Gibbs.	582	Trenton.	582	Perry.	583	NEW JERSEY.	Jersey City.	200	OKLAHOMA.	633	Del Rio.	633	Del Rio
Pinelike.	216	CONNECTICUT.	583	Perry.	584	NEW JERSEY.	Jersey City.	201	OKLAHOMA.	634	Del Rio.	634	Del Rio
Van Buren.	524	Hartford.	584	Perry.	585	NEW JERSEY.	Jersey City.	202	OKLAHOMA.	635	Del Rio.	635	Del Rio
CALIFORNIA.		New Haven.	585	Perry.	586	NEW JERSEY.	Jersey City.	203	OKLAHOMA.	636	Del Rio.	636	Del Rio
Bakersfield.	789	New London.	586	Perry.	587	NEW JERSEY.	Jersey City.	204	OKLAHOMA.	637	Del Rio.	637	Del Rio
Dansville.	790	Orange.	587	Perry.	588	NEW JERSEY.	Jersey City.	205	OKLAHOMA.	638	Del Rio.	638	Del Rio
Fresno.	791	Delmar.	588	Perry.	589	NEW JERSEY.	Jersey City.	206	OKLAHOMA.	639	Del Rio.	639	Del Rio
Kern.	792	Wilming.	589	Perry.	590	NEW JERSEY.	Jersey City.	207	OKLAHOMA.	640	Del Rio.	640	Del Rio
Los Angeles.	793	Dist. Columbia.	590	Perry.	591	NEW JERSEY.	Jersey City.	208	OKLAHOMA.	641	Del Rio.	641	Del Rio
Los Angeles.	794	Washington.	591	Perry.	592	NEW JERSEY.	Jersey City.	209	OKLAHOMA.	642	Del Rio.	642	Del Rio
Los Angeles.	795	High Springs.	592	Perry.	593	NEW JERSEY.	Jersey City.	210	OKLAHOMA.	643	Del Rio.	643	Del Rio
Nedles.	800	Conville.	593	Perry.	594	NEW JERSEY.	Jersey City.	211	OKLAHOMA.	644	Del Rio.	644	Del Rio
Portola.	801	Miami.	594	Perry.	595	NEW JERSEY.	Jersey City.	212	OKLAHOMA.	645	Del Rio.	645	Del Rio
Riverbank.	802	New Smyrna.	595	Perry.	596	NEW JERSEY.	Jersey City.	213	OKLAHOMA.	646	Del Rio.	646	Del Rio
Roseville.	803	Pensacola.	596	Perry.	597	NEW JERSEY.	Jersey City.	214	OKLAHOMA.	647	Del Rio.	647	Del Rio
Sacramento.	804	San Francisco.	597	Perry.	598	NEW JERSEY.	Jersey City.	215	OKLAHOMA.	648	Del Rio.	648	Del Rio
San Bernardino.	805	San Rafael.	598	Perry.	599	NEW JERSEY.	Jersey City.	216	OKLAHOMA.	649	Del Rio.	649	Del Rio
San Francisco.	806	Stockton.	599	Perry.	600	NEW JERSEY.	Jersey City.	217	OKLAHOMA.	650	Del Rio.	650	Del Rio
San Jose.	807	Tracy.	600	Perry.	601	NEW JERSEY.	Jersey City.	218	OKLAHOMA.	651	Del Rio.	651	Del Rio
San Rafael.	808	West Oakland.	601	Perry.	602	NEW JERSEY.	Jersey City.	219	OKLAHOMA.	652	Del Rio.	652	Del Rio
Stockton.	809	CANADA.		Perry.	603	NEW JERSEY.	Jersey City.	220	OKLAHOMA.	653	Del Rio.	653	Del Rio
Tracy.	810	BRITISH COL.		Perry.	604	NEW JERSEY.	Jersey City.	221	OKLAHOMA.	654	Del Rio.	654	Del Rio
West Oakland.	811	Cranbrook.	602	Perry.	605	NEW JERSEY.	Jersey City.	222	OKLAHOMA.	655	Del Rio.	655	Del Rio
BRITISH COL.		Kamloops.	603	Perry.	606	NEW JERSEY.	Jersey City.	223	OKLAHOMA.	656	Del Rio.	656	Del Rio
Cranbrook.	604	Nelson.	604	Perry.	607	NEW JERSEY.	Jersey City.	224	OKLAHOMA.	657	Del Rio.	657	Del Rio
Kamloops.	605	Prince Rupert.	605	Perry.	608	NEW JERSEY.	Jersey City.	225	OKLAHOMA.	658	Del Rio.	658	Del Rio
Nelson.	606	Revelstoke.	606	Perry.	609	NEW JERSEY.	Jersey City.	226	OKLAHOMA.	659	Del Rio.	659	Del Rio
Prince Rupert.	607	MANITOBA.		Perry.	610	NEW JERSEY.	Jersey City.	227	OKLAHOMA.	660	Del Rio.	660	Del Rio
Revelstoke.	608	Brandon.	607	Perry.	611	NEW JERSEY.	Jersey City.	228	OKLAHOMA.	661	Del Rio.	661	Del Rio
MANITOBA.		Brandon.	608	Perry.	612	NEW JERSEY.	Jersey City.	229	OKLAHOMA.	662	Del Rio.	662	Del Rio
Brandon.	609	Dauphin.	609	Perry.	613	NEW JERSEY.	Jersey City.	230	OKLAHOMA.	663	Del Rio.	663	Del Rio
Dauphin.	610	Souris.	610	Perry.	614	NEW JERSEY.	Jersey City.	231	OKLAHOMA.	664	Del Rio.	664	Del Rio
Souris.	611	Transcona.	611	Perry.	615	NEW JERSEY.	Jersey City.	232	OKLAHOMA.	665	Del Rio.	665	Del Rio
Transcona.	612	Winnipeg.	612	Perry.	616	NEW JERSEY.	Jersey City.	233	OKLAHOMA.	666	Del Rio.	666	Del Rio
Winnipeg.	613	ALBERTA.		Perry.	617	NEW JERSEY.	Jersey City.	234	OKLAHOMA.	667	Del Rio.	667	Del Rio
ALBERTA.		Edmonton.	614	Perry.	618	NEW JERSEY.	Jersey City.	235	OKLAHOMA.	668	Del Rio.	668	Del Rio
Edmonton.	615	Lethbridge.	615	Perry.	619	NEW JERSEY.	Jersey City.	236	OKLAHOMA.	669	Del Rio.	669	Del Rio
Lethbridge.	616	Calgary.	616	Perry.	620	NEW JERSEY.	Jersey City.	237	OKLAHOMA.	670	Del Rio.	670	Del Rio
Calgary.	617	Medicine Hat.	617	Perry.	621	NEW JERSEY.	Jersey City.	238	OKLAHOMA.	671	Del Rio.	671	Del Rio
Medicine Hat.	618	St. John's.	618	Perry.	622	NEW JERSEY.	Jersey City.	239	OKLAHOMA.	672	Del Rio.	672	Del Rio
St. John's.	619	SASKATCHEWAN.		Perry.	623	NEW JERSEY.	Jersey City.	240	OKLAHOMA.	673	Del Rio.	673	Del Rio
SASKATCHEWAN.		Kamsack.	620	Perry.	624	NEW JERSEY.	Jersey City.	241	OKLAHOMA.	674	Del Rio.	674	Del Rio
Kamsack.	621	Melville.	621	Perry.	625	NEW JERSEY.	Jersey City.	242	OKLAHOMA.	675	Del Rio.	675	Del Rio
Melville.	622	Moore Jaw.	622	Perry.	626	NEW JERSEY.	Jersey City.	243	OKLAHOMA.	676	Del Rio.	676	Del Rio
Moore Jaw.	623	N. Battleford.	623	Perry.	627	NEW JERSEY.	Jersey City.	244	OKLAHOMA.	677	Del Rio.	677	Del Rio
N. Battleford.	624	Prince Albert.	624	Perry.	628	NEW JERSEY.	Jersey City.	245	OKLAHOMA.	678	Del Rio.	678	Del Rio
Prince Albert.	625	Regina.	625	Perry.	629	NEW JERSEY.	Jersey City.	246	OKLAHOMA.	679	Del Rio.	679	Del Rio
Regina.	626	Saskatoon.	626	Perry.	630	NEW JERSEY.	Jersey City.	247	OKLAHOMA.	680	Del Rio.	680	Del Rio
Saskatoon.	627	Sutherland.	627	Perry.	631	NEW JERSEY.	Jersey City.	248	OKLAHOMA.	681	Del Rio.	681	Del Rio
Sutherland.	628	New Brunswick.	628	Perry.	632	NEW JERSEY.	Jersey City.	249	OKLAHOMA.	682	Del Rio.	682	Del Rio
New Brunswick.	629	Campbellton.	629	Perry.	633	NEW JERSEY.	Jersey City.	250	OKLAHOMA.	683	Del Rio.	683	Del Rio
Campbellton.	630	London.	630	Perry.	634	NEW JERSEY.	Jersey City.	251	OKLAHOMA.	684	Del Rio.	684	Del Rio
London.	631	Woodstock.	631	Perry.	635	NEW JERSEY.	Jersey City.	252	OKLAHOMA.	685	Del Rio.	685	Del Rio
Woodstock.	632	W. Ed. St. Johns.	632	Perry.	636	NEW JERSEY.	Jersey City.	253	OKLAHOMA.	686	Del Rio.	686	Del Rio
W. Ed. St. Johns.	633	NOVA SCOTIA.		Perry.	637	NEW JERSEY.	Jersey City.	254	OKLAHOMA.	687	Del Rio.	687	Del Rio
NOVA SCOTIA.		Bridgewater.	634	Perry.	638	NEW JERSEY.	Jersey City.	255	OKLAHOMA.	688	Del Rio.	688	Del Rio
Bridgewater.	635	Gloucester.	635	Perry.	639	NEW JERSEY.	Jersey City.	256	OKLAHOMA.	689	Del Rio.	689	Del Rio
Gloucester.	636	Halifax.	636	Perry.	640	NEW JERSEY.	Jersey City.	257	OKLAHOMA.	690	Del Rio.	690	Del Rio
Halifax.	637	Stellarton.	637	Perry.	641	NEW JERSEY.	Jersey City.	258	OKLAHOMA.	691	Del Rio.	691	Del Rio
Stellarton.	638	Sydney.	638	Perry.	642	NEW JERSEY.	Jersey City.	259	OKLAHOMA.	692	Del Rio.	692	Del Rio
Sydney.	639	Truro.	639	Perry.	643	NEW JERSEY.	Jersey City.	260	OKLAHOMA.	693	Del Rio.	693	Del Rio
Truro.	640	ONTARIO.		Perry.	644	NEW JERSEY.	Jersey City.	261	OKLAHOMA.	694	Del Rio.	694	Del Rio
ONTARIO.		Allendale.	641	Perry.	645	NEW JERSEY.	Jersey City.	262	OKLAHOMA.	695	Del Rio.	695	Del Rio
Allendale.	642	Bellefonte.	642	Perry.	646	NEW JERSEY.	Jersey City.	263	OKLAHOMA.	696	Del Rio.	696	Del Rio
Bellefonte.	643	Bridgeburg.	643	Perry.	647	NEW JERSEY.	Jersey City.	264	OKLAHOMA.	697	Del Rio.	697	Del Rio
Bridgeburg.	644	Brookville.	644	Perry.	648	NEW JERSEY.	Jersey City.	265	OKLAHOMA.	698	Del Rio.	698	Del Rio
Brookville.	645	Chapleau.	645	Perry.	649	NEW JERSEY.	Jersey City.	266	OKLAHOMA.	699	Del Rio.	699	Del Rio
Chapleau.	646	Ft. William.	646	Perry.	650	NEW JERSEY.	Jersey City.	267	OKLAHOMA.	700	Del Rio.	700	Del Rio
Ft. William.	647	Hamilton.	647	Perry.	651	NEW JERSEY.	Jersey City.	268	OKLAHOMA.	701	Del Rio.	701	Del Rio
Hamilton.	648	Havelock.	648	Perry.	652	NEW JERSEY.	Jersey City.	269	OKLAHOMA.	702	Del Rio.	702	Del Rio
Havelock.	649	London.	649	Perry.	653	NEW JERSEY.	Jersey City.	270	OKLAHOMA.	703	Del Rio.	703	Del Rio
London.	650	Lindsay.	650	Perry.									

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The Panama Canal.

We have been favored with a series of late pictures of the Panama Canal by Bro. C. J. Boyle, member of Div. 756, employed at Corozal, C. Z. The pictures will no doubt be of interest, since October 10 becomes a historic date because of the blowing up of the Gamboa Dike which let the water into Culebra Cut and made the last connection, joining the waters of the Atlantic and Pacific Oceans, with a fresh water section high level between locks. Some 1,200 holes had been drilled in Gamboa Dike which

contained from 80 to 100 pounds of dynamite, making the largest blast ever set off at one time. The pressing of a button in the White House in Washington served to complete an electric circuit by which the dynamite was exploded, permitting the water from Gatun Lake to enter the celebrated Culebra Cut, a hole in a mountain out of which there had been excavated 88,531,237 yards of earth from the cut nearly nine miles long, 85 feet above sea level, which when filled will have a water line 300 to 500 feet wide, with an average depth of 41 feet.



SHOWING CULEBRA CUT, PANAMA CANAL, AFTER SLIDE FEB. 5, 1913.—Courtesy Bro. C. J. Boyle, Div. 756.

There are six double locks in the canal, three pairs at Gatun, with a combined lift of 85 feet; one pair at Pedro Miguel with a lift of 30½ feet; and two pairs at Miraflores, with a combined lift of 54½ feet; the length of each is 1,000 feet, width 110 feet; all fed by the fresh water of the high level.

The completion of the canal will go

Callao, S. A., 6,250 miles; New York and Iquique, Chile, 5,189 miles; New York and Valparaíso, S. A., 3,774 miles; New York and Yokohama, Japan, 3,281 miles; New York and Melbourne, Australia, 2,822 miles, and shortening many other distances of great importance to shipping interests.

Like many other great world enterprises such as this really is, for it will affect the transportation business of the world, it has a long drawn-out suggestion and history, which perhaps will be of most interest at this time, and we glean the following from various sources:

It is reported that when Vasco Nunez de Balboa looked down upon the waters of the Pacific, four centuries ago, he told his companions that some day ships would pass where they had been toiling many days crossing the neck of land from the Atlantic side of the isthmus of Panama.

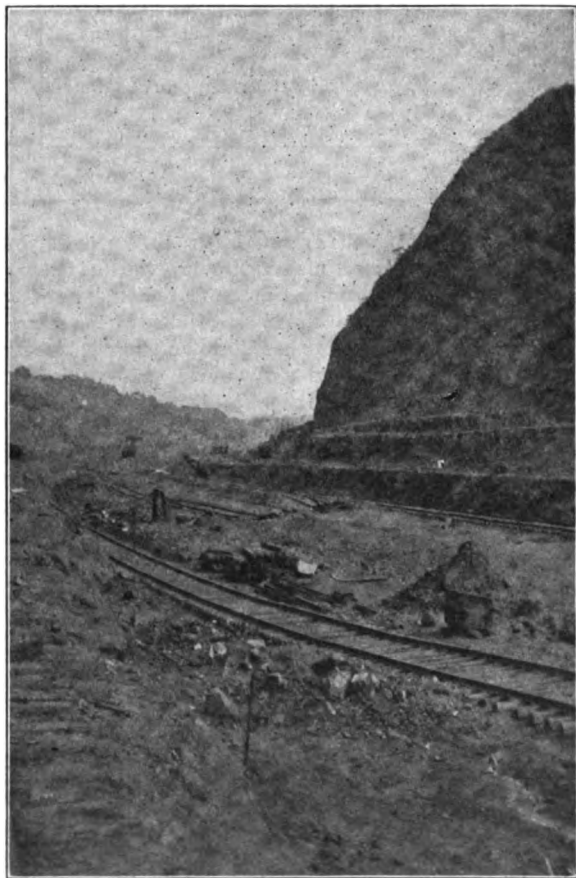
The fanciful prediction of the Spanish discoverer of 1518 has become the towering fact of 1913.

The year 1835 really marks the entrance of Uncle Sam into the history of the canal.

It was in that year that Henry Clay introduced in the Senate a resolution which resulted in President Jackson commissioning Charles Biddle to visit the isthmus and report on the availability of the various routes proposed.

Biddle had just obtained a franchise to build a railroad as a substitute for a canal, when the panic of 1837 in this country caused the whole project to fall through.

It was not until the close of the Mexican war, which brought us California and the problem of establishing communication through the dangerous territory intervening between the East and the



CULEBRA CUT FINISHED, TRACKS BEING REMOVED, READY FOR THE WATER.—Courtesy Bro. C. J. Boyle, Div. 756.

down in history as one of the greatest achievements of mankind. With the excavation of some 240,000,000 cubic yards of earth and rocks, and the expense of \$400,000,000, a route has been established 50 miles long for great ships, which shortens the distance for shipping between New York and San Francisco 7,873 miles; New York and Honolulu, Hawaii, 6,612 miles; New York and

West, that the project of trans-isthmus communication was revived.

This problem gave birth to the line of steamships established by American capital from New York to the isthmus, and from the isthmus to California and Oregon, its promoters having constructed a railroad across Panama as a connecting line.

Enormous dividends rolled in from the start. Owners of the road successfully staved off for 14 years all talk of a canal as far as the railroad's territory was concerned. From 1853 to 1875 the road

the builder of the Suez Canal, was the engineering head of the work in the Isthmus of Panama, but the speculative spirit in France flooded that country with canal debt, causing one of the greatest political scandals known to French history and hastened De Lesseps' death in December, 1894.

The sanitary conditions during the French occupancy was such as to cause thousands of deaths among the laborers, and no effort made to correct the conditions, the whole effort apparently ruined by the speculative tendency.



GATUN LOCKS, PANAMA CANAL, AS THEY APPEARED IN DECEMBER, 1911.

—Courtesy Bro. C. J. Boyle, Div. 756.

paid dividends in stock and cash of \$37,800,000, or over 600 per cent.

In the meantime 19 different routes had been talked of, principal among which were Nicaragua and Panama. The railroad not being altogether satisfactory in service and charging enormous rates, President Grant, in 1869, appointed a canal commission, which in 1870 arranged a treaty with Colombia by which this country agreed to build a canal if a satisfactory route could be obtained.

It was while officials of this country were debating routes that France stepped in, and for 28 years, or until 1904, succeeded in controlling operations. In this enterprise M. de Lesseps,

With the failure of the French companies the United States bought its rights and equipment, and Congress, on March 3, 1899, passed an act authorizing the President to appoint a commission to make a complete investigation with a view to constructing a canal. This commission considered principally the Panama and Nicaragua routes.

In 1901 the commission reported in favor of the Nicaragua route, considering the demands of the New Panama Canal Co. for its franchise and property more than balanced the other advantages of the Panama route.

In 1902 the commission made a supplemental report in favor of the Panama

route and recommended a lock canal.

Congress then passed the Spooner Act, authorizing the President to proceed with the work on the Panama canal route.

It was not, however, until the province of Panama had seceded from Colombia and established herself as an independent state, that a satisfactory treaty could be made, involving the payments to Panama under certain terms of \$10,000,000 as a lump sum and annual payments of \$250,000 beginning nine years after the signing of the treaty.

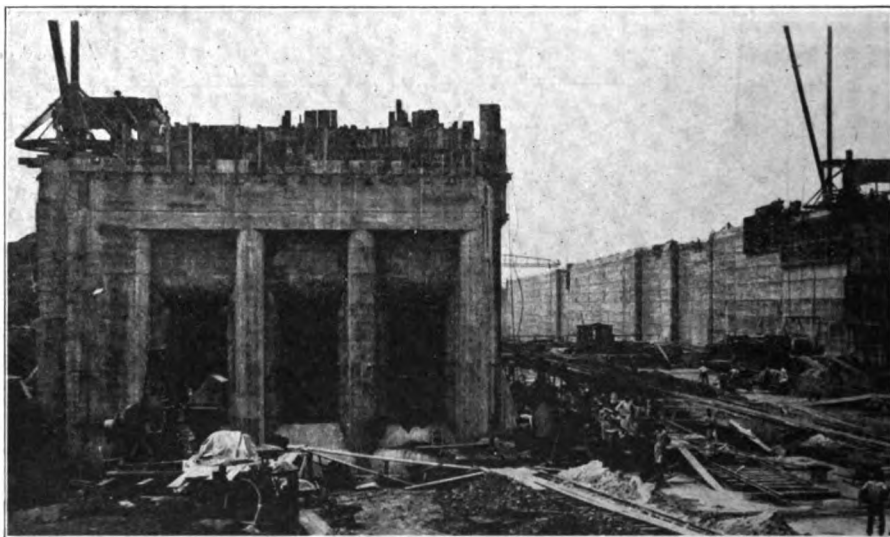
Under this treaty the United States

to the people of the Canal Zone that he had assumed government of their territory by order of the President of the United States.

The following June Col. W. C. Gorgas was appointed chief sanitary officer, subject to the orders of the Commission, but otherwise given full power to go ahead.

And this evidently was the first step taken by the administration in advance of actual construction.

It was discovered soon after the arrival of the canal commission that so long as the seven members were each an executive, and all were called upon to



LOCK GATE VALVES, LARGE ENOUGH TO ADMIT A LOCOMOTIVE.—Courtesy Bro. C. J. Boyle, Div. 756.

guaranteed the independence of Panama and obtained absolute control over the canal zone, a strip 10 miles wide with the canal in the center running 45 miles from sea to sea with an area of 448 square miles. The United States also has jurisdiction over the adjacent water for three miles off shore at either end of the canal. The formal transfer of the property took place May 4, 1904

On March 29, 1904, the Isthmian Canal Commission, chosen by President Roosevelt the month before, set out for its first visit to the isthmus. Major-General Geo. W. Davis, a member of the commission, was made Governor of the Canal Zone on May 17, and his first official act was the issuing of a proclamation announcing

exercise executive functions as a unit, a work of such magnitude could not be conducted successfully.

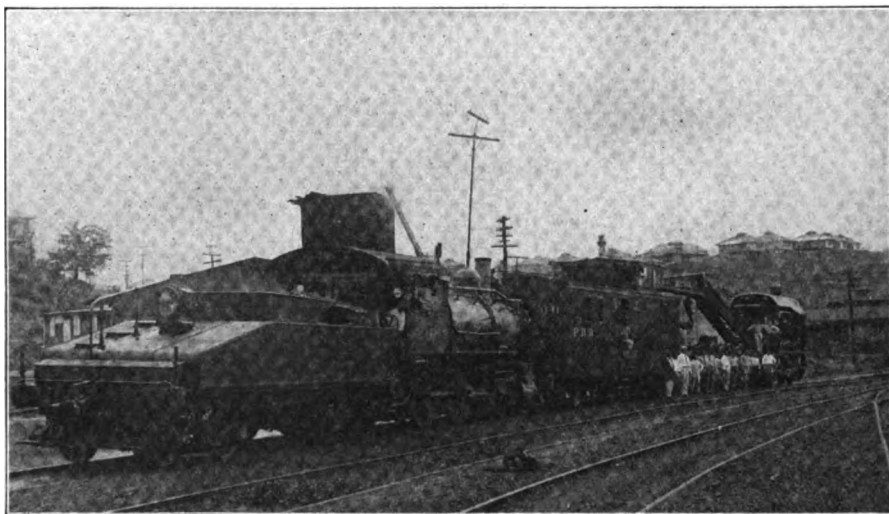
"Though composed of excellent material, the first commission was an ineffective body almost from the start," writes Joseph Bucklin Bishop in his work, "The Panama Gateway."

"The commission had appointed John F. Wallace, a civil engineer of Chicago with large experience in railway construction, chief engineer of canal work at a salary of \$25,000 and a residence on the isthmus, his appointment taking effect on June 1. Mr. Wallace arrived on the isthmus on June 29, and entered upon his duties on July 1. He was from the outset the worst sufferer from the

inefficiency of the commission. He complained bitterly of the incompetency of the men sent to him through the commission, and of its delay and failure in granting his requisitions. Similar complaint was made by the chief sanitary officer in regard to requisitions and in both cases subsequent examination showed ample provocation. Requisitions were either disregarded entirely or granted after long delay and in such reduced measure as to make them of little value."

Mr. Wallace resigned and was succeeded by John F. Stevens as chief engi-

George W. Davis, major-general, U. S. A., retired, member of the first Isthmian Canal Commission, chairman; Alfred Noble, chief engineer Pennsylvania Railroad Company; William Barclay Parsons, chief engineer Rapid Transit Commission, New York, member of the first Isthmian Canal Commission; William H. Burr, professor of civil engineering in Columbia University, New York, member of the first Isthmian Canal Commission; Henry L. Abbot, brigadier-general, U. S. A., retired; Frederick P. Stearns, chief engineer of Metropolitan Water and Sewerage Board



WRECKING CREW, AT GATUN, C. Z., SHOWING MARRIED QUARTERS ON THE HEIGHTS.

—Courtesy Bro. A. H. Bearup, Div. 756, in charge.

neer, and from July, 1905, to the end of 1906, the chief engineer and commission devoted their energies to preparing the ground for actual work to begin later. This work consisted of the construction of quarters, docks, wharves, sewers, sanitary work, etc.

Meanwhile nothing special had been done toward deciding the type of canal to be built. To assist in arriving at a decision President Roosevelt then invited eminent civil engineers of the United States and Europe to constitute an international board of consulting engineers. The board assembled in Washington on Sept. 1, 1905, and continued its deliberations until Jan. 10, 1906.

The board was made up as follows:

of Massachusetts; Joseph Ripley, chief engineer of the Sault Sainte Marie Canal; Isham Randolph, chief engineer Chicago Drainage Canal; William H. Hunter, chief engineer Manchester Ship Canal, nominated by the British Government; Adolph Guerard, inspector of bridges and highways, France, nominated by the French Government; Eugene Tincauzer, chief engineer Kiel Canal, nominated by the German Government; J. W. Welcker, chief engineer of Waterstaat, and Edouard Quellennec, consulting engineer Suez Canal, both nominated by the government of the Netherlands.

By a vote of 5 to 3 this board adopted a resolution favoring a sea-level canal. Then began that extended discussion in

Congress and outside Congress which terminated in the Senate finally approving of the lock canal project. The House concurring without a division the act became law through the President's approval on June 29, 1906.

Work actually began in 1907 with private contractors in charge of sections. This private contract work, however, failed to come up to requirements.

A radical change in the canal commission was made and the entire work turned over to Col. George W. Goethals, with Lieut. Col. David DuB. Galliard, Lieut. Col. W. L. Sibert of the corps of

Atlantic side to deep water on Pacific side, 50 miles.

Time required for passage of boats, 10 to 12 hours.

Extreme height of canal above sea level, 85 feet at Gatun lake.

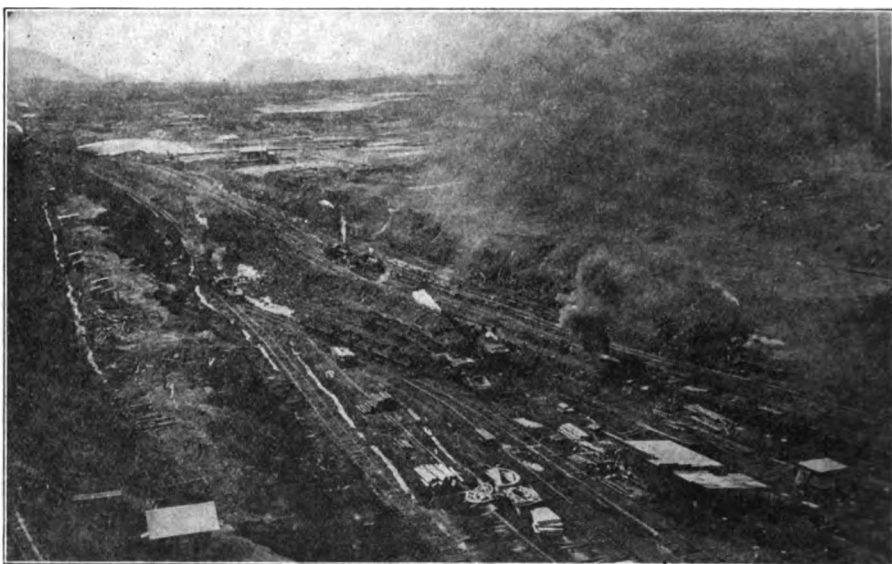
Locks 12 in number in 6 pairs, 3 at Gatun, 1 at Pedro Miguel, 2 at Miraflores.

Time required to go through locks, 3 hours.

Length of each lock, 1,000 feet.

Width of locks, 110 feet.

Depth of canal, minimum, 41 feet; maximum, 45 feet.



EXCAVATING LOCK SITE AT MIRAFLORES, IN 1910.—Courtesy Bro. C. J. Boyle, Div. 756.

engineers, Col. W. C. Gorgas of the medical department and H. G. Rousseau, civil engineer, U. S. N., all of whom were made members of the commission.

The work then went ahead in business-like fashion. Early in 1907, Col. Goethals announced the canal would be finished by December 1, 1913, and opened for traffic by December 1, 1915.

The *Cleveland Press* gives the following synopsis of the completed structure:

The canal zone contains 436 square miles, of which 195 square miles are represented by Gatun and Miraflores lakes and the canal.

Length of canal from deep water on

Width of channel, from 300 feet to 1,000 feet.

Concrete used in construction of locks, dams, etc., 5,000,000 cubic yards.

Excavations necessary, 212,504,138 cubic yards.

French excavations used in present canal, 29,908,000 cubic yards.

American excavations, 182,596,138 cubic yards.

Total cost of canal to United States (estimated), \$375,000,000.

Force required to do the work, 39,000 men.

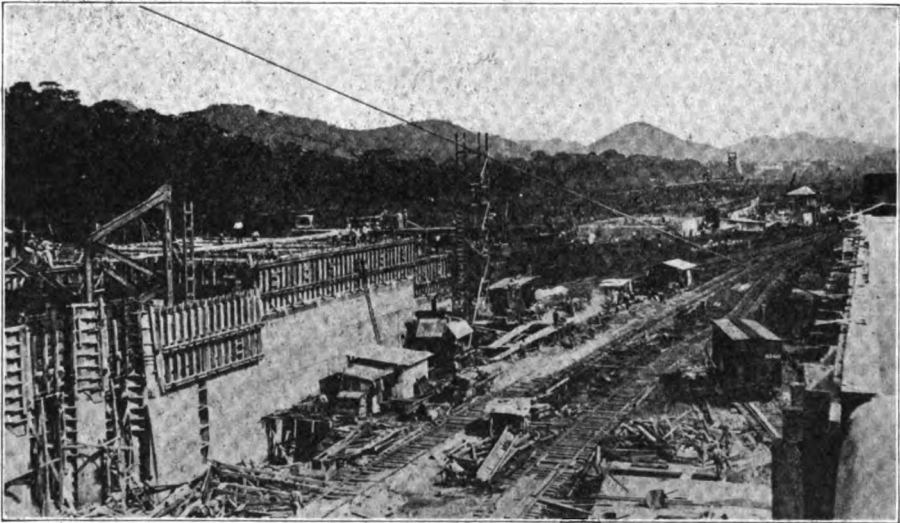
Time required by United States to build canal (with actual completion fixed for December 1, 1913, and taken from

date of beginning, May 5, 1904) 9 years 1 month.

When the history of the Panama Canal is written in all its detail the part that Colonel Goethals has played in that great undertaking doubtless will be accorded its proper place. The man and his work on the isthmus are now considered one. Other chief engineers on the zone did their part to make the whole complete, and every step ahead reflected loyal devotion to the country that set out to accomplish the severing of the two continents. But it remained for Colonel Goethals to bring the task to its completion, and it must be the man who brought

eaten his noon meal and gone to his room to get away as best he could with the time for the greater part of two days. Tomorrow would be Christmas, and it would not be convenient to begin another work until the day after, because he must be assisted by others, and those others would not work on Christmas day.

Large snowflakes were lazily falling, and there is nothing that will excite the spirit of reminiscence more quickly than slowly circling snow. It soothes rather than excites our fancies, and to John Underwood it brought thoughts sweet, but melancholy. Through the flakes he saw a happy home of a year before. He was



MIRAFLORES LOCK, CONCRETE WORK IN 1911.—Courtesy Bro. C. J. Boyle, Div. 756.

the two oceans together who will be identified mainly with what is called the greatest engineering problem the world has yet seen solved.—Gleanings by the EDITOR.

The Underwood Christmas.

BY EMMA BRADLEY.

John Underwood stood looking out of the window of a room over a store in the town of Four Bridges. He had rented the room of the storekeeper and put in it a bed, a washstand and a chair, and there he lived, when not at work, a lonely life. He was a surveyor and, having finished the job of laying out the boundaries of a farm during the morning, had

putting up a Christmas tree, driving nails into the supports, while his children danced about with the decorations intended for it, scarcely able to wait for him to finish his work. His wife was in the kitchen preparing for the next day's Christmas dinner, which was expected to comprise more savory dishes than ever before.

John Underwood saw his little tots in their nighties hanging up their stockings, little Johnny poking a broomstick up the chimney to make sure that there was no obstruction to prevent Santa Claus from getting down with the gifts; then they all hopped into bed, and the father took it upon himself on this

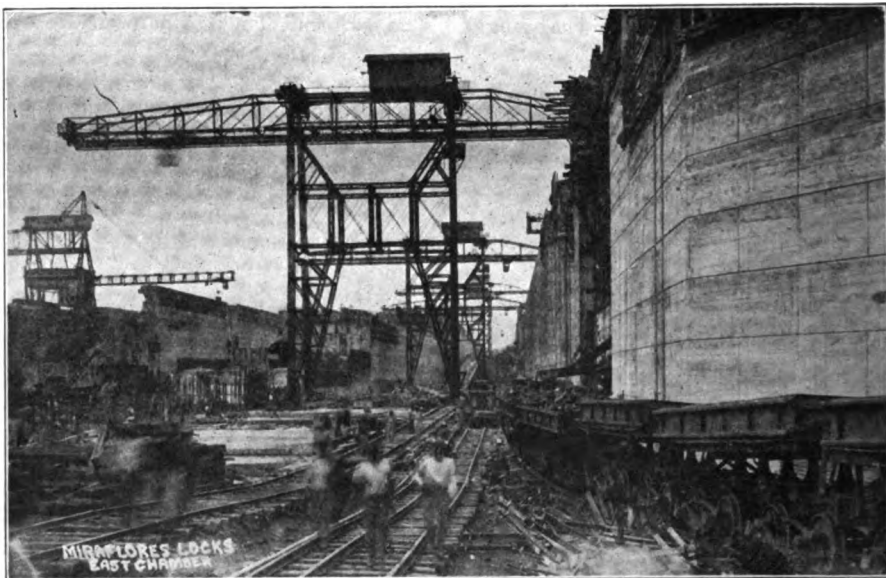
particular evening to tuck them in, and half an hour later, when they were asleep, he and his wife got out the toys and other articles that had been accumulating for weeks and had been locked in a trunk in the garret, where the children could not possibly find them, and stuffed them into the stockings, taking care to fill out the toes of each with a big orange or apple.

Morning came, though it was still dark, when John Underwood heard a whispering from the children's room and gathered that Johnny and Lucy were con-

"Bless me, what appetites you have!" and lastly, when the sweets came on, she declared that they would all be sick the next day and Dr. Pusley would have to be called in, as he was the day after the last Christmas.

John Underwood sighed.

Then John Underwood bethought himself that his children at least would not have the merry Christmas they had enjoyed the year before. They would have gifts in plenty, but young as they were they would miss something. They would miss him. And his wife—how would she



MIRAFLORES LOCKS, EAST CHAMBER.—Courtesy Bro. C. J. Boyle, Div. 756.

ferring as to whether Santa Claus had yet been round and whether if he hadn't they might meet him coming and scare him away if they got up to see. This was followed by a silence—children are always investigating something when they are still—and at last there were joyful shouts as the little ones fell to emptying their well-filled stockings.

And the dinner. Never had John Underwood eaten a dinner that had tasted so good. Two pairs of knives and forks were rattling on each side of the table, and four little mouths were taking in the turkey and cranberry sauce, and when the children asked for another and another helping their mother exclaimed:

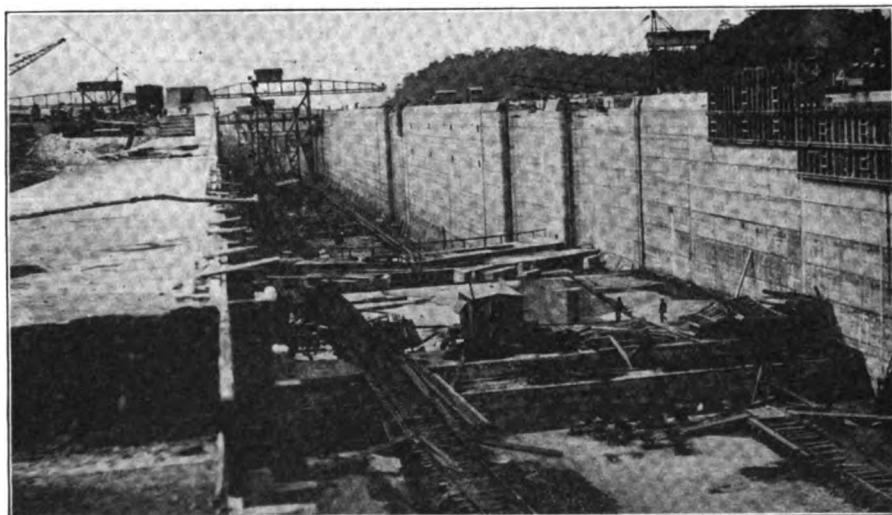
take his absence on this blessed Christmas day? Would she be thinking, as he was, of what Christmas had been to them before they had quarreled? It was natural that she should think of this and consider it a deprivation, a misfortune. It was a condition that she had brought upon herself. Does not the sacred book say that a man must leave father and mother and cleave unto his wife? And how can he do that unless his wife leaves father and mother and cleaves unto him? His wife's family had striven to prevent the marriage and since the wedding had treated him with contempt. He would not go to their abode, but they came to

his—to see his wife, not him, and to influence her against him. Then he had forbidden them to come. His wife said they should come and that she would go to see them. Perhaps this was natural, but every man must be master of his own house. Since he could not be he had left it. What a pity that a household should be broken up by such a cause!

He had been much disappointed at his wife's course. He had waited for her to take what he considered proper action in the matter, and when he found that she would not he had taken action

caused a pang. So long as he had felt that he was right he could endure the consequences of his act. But this picture of his injustice that thrust itself in upon him was a grip fastened upon his heart. And the more he thought about it the tighter the grip.

An impulse came to him to go home, confess his error, and he, his wife and his children could enjoy their Christmas as before the separation. He was turning to take up his hat and coat and carry out this purpose when he stopped short. What would be the use? The wrangle would go on as before. Never



CONCRETE FINISHED JULY, 1913.—Courtesy Bro. C. J. Boyle, Div. 756.

himself. He had forbidden her to go to see her family.

When John Underwood came to this feature of his meditations he winced. Had he not demanded that which was not natural? Suppose his Lucy should grow up and marry a man who forbade her to visit Johnny and Willie and the baby. What would he think of that man?

The thought turned the current of his meditations into another channel. After all, had he a right to forbid his wife to visit her relatives? Perhaps, since they were obnoxious to him, he had a right to forbid them his house, but it was another thing to forbid her to visit them. This doubt as to the naturalness, the wisdom, of his course

mind that. He had taken a position which was wrong, and he could not rest until he had repudiated it. Yes; he would go up and propose a compromise—that his wife might visit her family whenever she chose, but that they should remain away from his house.

The distance to his house was several miles. He had made half of it when through the still falling flakes he saw a woman's figure coming toward him. When she came closer he saw that she was his wife.

"Where are you going?" he asked.

"To see you. I have a compromise to propose, in order that you, I and the children may enjoy this blessed Christmas."

"And I was going to you for the same purpose."

"What have you to propose?"

"I was wrong to forbid you to visit your relatives. You may go whenever you like."

"No; it would be wrong to go where you cannot go. I will not go to see them unless they need me."

"Do as you please about that. I am ready to go home with you."

They turned and walked homeward. John Underwood noticed that his wife's cloak was thin. She was shivering. Taking off his overcoat, he put it about her. This necessitated his inclosing her in his arms. She looked up in his face with an expression he had not seen there in a long while. He kissed her.

When they reached their home they saw Mrs. Underwood's father coming out of the gate. He seemed much surprised to see husband and wife together.

"How is this?" he asked.

"I was wrong," said John Underwood, "to forbid Ellen to visit her own flesh and blood."

"And I was wrong," said the wife, "to go where John cannot go."

"We are all wrong," said the third person in the group. "We are about to celebrate the birth of our Lord in a state of disobedience to his commands. He has told us, 'First be reconciled to your brother, then lay your gift upon the altar.' I came to invite you, my daughter, and through you your husband, to eat your Christmas dinner with us this year, and I have the promise of each member of my family that you shall both be made welcome."

John Underwood entered his home with not only a temporary but a permanent load lifted from his shoulders. He took each of his children in his arms in turn, and there was not one of them, except the baby, but clung to him, refusing to be parted.

It was late that night when Mrs. Underwood telephoned to her parents that their invitation was accepted.

When the chimes on Christmas morning called the worshippers together John and Mrs. Underwood were watching their children greedily dive down into their stockings, throwing aside each article taken out in their eagerness to ex-

plore what remained. During the forenoon it seemed to all of them that the dove of the Holy Spirit had descended upon the household and brought with it a blessed peace.

When John Underwood and his family reached the house where he had been invited to dinner he received a gift from each member of the family and had the satisfaction of seeing on his wife's plate at the dinner table a check for her marriage portion that had been withheld at the time of her marriage. And so it was that these three different parties were turned from war to peace by the influence of the Christ Child who was born on Christmas morning.

Restored on Christmas Morning.

BY ALBERT KENYON.

"You must get well for Christmas," said Ethel.

"Why especially for Christmas?"

"Think what a welcome gift your recovery would be to Mildred."

I made no reply to this for a few moments. I was thinking. Mildred was my betrothed. Ethel was a girl my mother had taken in through charity some years before. At my death she would be unprovided for, because my property was left me in trust for my children.

"Yes," I said, presently, "my being out of danger on Christmas day would be a gift to Mildred in another way than the one you mean. If I get well her future is provided for. If I die she must look elsewhere for an estate."

"I am sure," said Ethel, "that she thinks only of having you spared to her. Besides, you know that she has an income of her own sufficient to keep the wolf from the door."

"You haven't anything, and by the terms of my father's will I am unable to provide for you."

"You are only too good to wish to do so. I am sure you would make some provision for me if you could. But I know that is impossible."

I was so weak that even this bit of conversation was too much for me. I closed my eyes, and when I opened them

Ethel was bending over me, fear and agony depicted in every feature of her face. But I was too ill to be more than momentarily impressed with her anxiety on my account. I lost power to move or articulate. But I could see and hear as distinctly as ever.

Ethel ran out of the room and returned with everybody in the house. Someone said, "He is dead." Another said, "Get the doctor, quick!"

It was some time before the doctor reached my bedside. When he did he put his hand on my heart and kept it there a long while. Back of him were the members of the household and Mildred, who had been summoned. She and Ethel stood near each other, and I noticed the contrast in the expressions on their faces. Ethel's denoted intense grief, Mildred's something more like awe.

"Is he dead?" asked my housekeeper of the doctor.

No reply was given to the question. The doctor continued to peer at me and kept his hand on my heart. Presently he gave up looking for signs of life and, turning away said regretfully:

"Yes; he has gone."

I had my eyes on the two girls before me and was watching to see how they took the announcement. A look of infinite pain, longing, despair, came over Ethel's features. Mildred burst into tears. And yet it struck me that they came from strained nerves, the presence of death, a solemn moment. She turned away with the others and left the room. Ethel was the last to pass out, and just before doing so she turned and looked at me. I shall never forget that look.

I lay in the same condition for some time. Preparations were making for the funeral. A man came in and stood looking at me curiously. I was filled with dread, for I knew what he was there for. He went away, and later the doc-

tor came in with the housekeeper. He stood looking at me for awhile, then took my wrist in his hand, then put his hand on my heart. After that he asked the housekeeper to bring a hand mirror and, holding it under my nostrils for awhile, examined it carefully.

"Suspend everything for awhile," he said to the housekeeper. "It is possible that there is a faint life fluttering within him. But say nothing about this just now. I don't wish to excite any false hopes, especially in his betrothed."

"You're right, doctor—she's wrapped



COLUMBUS AND THE INDIAN MAIDEN, CRISTOBAL, C. Z.

up in him. It's a sad blow to her. If he could only have been spared to enjoy this Christmas with her."

They went out of the room, and I was left alone for some time. Then an old friend of my mother's and a lady I had long known came in to have a look at me. Both stood silently beside me for a few minutes, then went to another part of the room, and I overheard this bit of conversation:

"This is very hard on poor Mildred, isn't it?"

"Well, yes; I suppose it is."

"Why, don't you think it is a great blow to her?"

"She won't be rich, as she would have been had he lived to marry her. But you know Mildred's inclinations have always been for Malcolm Fairchild."

"I didn't know that."

"They were engaged when he (looking toward me) came in, though he was not aware of it."

"I hadn't heard that."

"Malcolm has always been a pet of mine, and he confided his betrothal to me. He was heartbroken when he had to give her up."

"Didn't she love him?"

"I think she did; but, you see, he had nothing but his salary. No girl in her senses would give up a fortune for a salary that must be earned. An income from property is very different. It earns money while one is asleep."

"That's so, but girls are apt to be romantic, you know."

"Mildred is practical. I don't think she will ever die for love."

I wanted no girl for a wife who had given up someone she had liked better. The dialogue continued for a few minutes later, and I heard every word that was said.

"Ethel hasn't been treated right. She was taken in, given a home, brought up in a refined way, and provision should have been made for her."

"Oh, she'll be all right. There's a rich man ready to marry her the moment she says the word."

"Why hasn't she taken him before this?"

"Nobody knows."

I felt like putting in the words "except the dead," but I couldn't, and, besides, I wouldn't if I could.

The speakers fell to talking of the approaching Christmas festivities, mentioning how sad it would be for those in the house of mourning. I had no idea how long it would be till Christmas, but heard one of the ladies say to the other that it was "the day after tomorrow." Persons were continually coming into and going from the room in which I lay, and I heard someone say, speaking of the funeral, "Why are they so long

about it, and why don't they have it over with before Christmas?"

I knew it was Christmas eve by the remarks of these persons. I was much depressed at the prospect of the holidays passing and I lying there like a log.

Then I began to wonder if by an effort of the will I might not pull myself out of my peculiar condition. I have always been a great believer of the power of mind over matter, and it occurred to me that if I could bring myself to believe that I could throw off my paralysis I would be able to do so. Of course my condition troubled me. Indeed, I was in danger of being buried alive. I determined to make an effort of the will to regain an active condition.

I commenced on Christmas eve by driving all thought or fear of interment out of my mind. After awhile I began to think that I could move my muscles, though I didn't try. I fell asleep feeling less troubled and awoke in the morning refreshed as I had not felt since I had lost muscular power. I remembered that it was Christmas morning, and I was still apparently a corpse.

The door opened, and Ethel entered. Casting a glance at the sunlight coming through the window, she moaned:

"Oh, what a Christmas—the brighter without, the darker within!"

She came to the bed and stood looking down upon me. She did not speak, but I could interpret her thoughts from her expression. She looked at my cheek and seemed surprised. I wondered if she did not see a tinge of color in it. She started for the door as though to call someone, then stopped, hesitated and came back to me. Kneeling beside me, she took my hand. She must have felt some warmth in it, for she began to rub it. I felt a current, a nerve current, a current of life passing from the hand that held mine and coursing up through my arm to my heart. For the first time since I had been stricken I had power. My hand began to tighten on hers.

She gave a low cry, but I did not know if it sprang from joy or fright. She made as if to rise, I suppose to call others, but I held her. Then I made an effort to speak, but could only whisper:

"Put your arms about me."

She did so.

"Lay your cheek against mine."

This, too, she did. I felt the life coming back to me. I made no effort for awhile, permitting the vigor I was drawing to accumulate. Then I spoke again.

"Dear heart, the life you have recalled is a gift to you on this blessed Christmas morning."

The flood of hope, joy, love, that welled up in her rushed to me and spread itself through my being. Within a few minutes more I could move any muscle I chose. And I was there, on Christmas day, restored, with the girl whom I knew loved me and for whom there had been born in my heart an equal passion.

Mildred married the man whom she had discarded for me—or, rather, for a fortune. If that fortune had been vested in me to do with as I liked I would have settled a part of it on her. I came back from the dead on Christmas morning, and on the next Christmas morning our first child came to Ethel and me from out the great ocean of life.

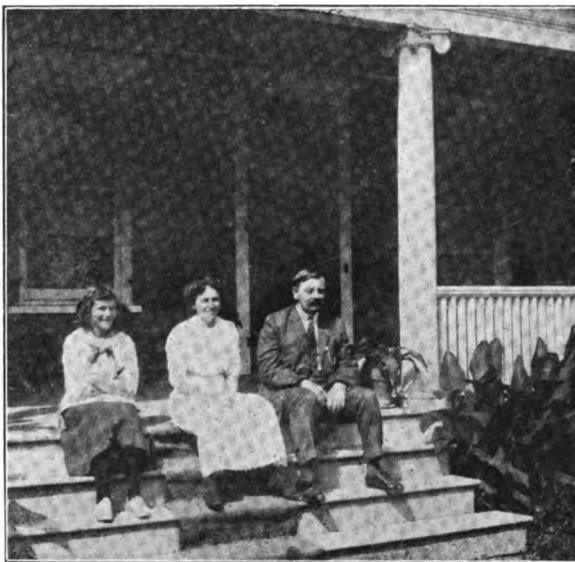
A Christmas Dinner.

BY F. A. MITCHEL.

I lived at my club, rooming and eating there, for I was a bachelor, 25 years old, with no other home. Roger was my especial waiter in the club dining hall, and by tips and otherwise I secured his good will. One day at noon I went into a second-class restaurant for luncheon, and who should step up to serve me but Roger. He looked much put out at meeting me there and without waiting for me to say anything begged me not to report the fact to the club management, since he was supposed to serve that institution alone. "I have a large family," he said, "and since the club is up-

town few members lunch there, so I have the noon hour to myself and can earn something here."

I promised to keep his secret and while lunching asked him if he earned anything beyond what he was paid at the club. He replied that he sometimes assisted at dinner parties when not needed at the club, adding: "Next week Christmas comes, sir. There's very few dining at the club on Christ-



ASST. G. C. E. BRO. L. G. GRIFFING, HAVING A DAY WITH HIS FAMILY, LONG ISLAND, N. Y. Snapshot by Bro. Frank Smith, C. E. Div. 269

mas day. I'm to wait at a private house."

My only invitation to a Christmas dinner was at the home of an aunt of mine, an old lady, very deaf, and no young persons in her family. I had made an excuse to decline it. I was consequently one of "the few" who would dine at the club. The club restaurant was solemn enough at any time to its habitués, and its loneliness on Christmas day was enough to drive any member dining there into matrimony with any woman short of a gorgon.

"Where are you going to wait on Christmas, Rogers?" I asked.

"At Mr. Pepper's, on Montague avenue, sir."

"I don't know the Peppers."

"They haven't been in the city long, sir."

An idea came into my head for a lark—an expedient whereby I might enjoy seeing persons at a joyful Christmas dinner without being one of the diners.

"Roger," I said, "could you get me a job as waiter at that dinner?"

Roger was too astonished to reply, so I went on: "Take me with you and tell them I'm a friend of yours who is anxious to learn how to wait on the 'quality' and you have brought me as your assistant. Say I'm not to be paid anything."

"Why, sir," replied, Roger, "you'd give yourself away directly."

"Not a bit of it. I once played the part of butler in private theatricals and got a lot of applause. Do you think you could manage it?"

"Of course I can take you as my assistant, and no charge."

"Well, I'll think it over and let you know at breakfast at the club on Christmas morning."

I was not unknown in social circles; but, these Peppers being new to the city, I could count on their not knowing me. Christmas morning was lowering, and I felt that the day would be very depressing to me. I told Roger at breakfast that I had decided to carry out my scheme for waiting and, taking my dinner at 5 o'clock, was ready to go with him at 6 to Mr. Pepper's. I wore a discarded dress suit, but rather too good for the purpose.

Roger took me into the house through the servants' entrance in the rear, and I fell to assisting in serving the dinner, which was nearly ready. Following Roger into the dining-room, he bearing a tureen of soup, I a bottle of wine, we found the hostess there, putting cards on the plates, bearing the names of the guests. She looked surprised at seeing me, but Roger told her the story about my wishing to learn to wait under his supervision, and the lady seemed quite pleased at the addition to the serving force.

When the guests entered the dining-room in couples I stood with my back to the wall, stiff as a ramrod, a napkin

on my left arm and looking straight ahead of me to give the appearance of being there to serve and be oblivious to all else, as a good waiter should. Until the company were seated I kept my eyes fixed on the wall opposite, and when I lowered them to begin my duties I encountered the gaze of a young lady fixed upon me. As soon as I looked at her she turned her eyes in another direction and chatted with her dinner companion. I heard her addressed as Miss Philips, and one of the ladies spoke to her as Lucy.

Phipps, Phipps? Where had I heard that name? When its owner was not looking at me I studied her face, but could not remember to have seen her before. At times I was terrified lest she suspected that I was a gentleman, but at others she ignored my presence so completely that I felt assured she was as much deceived as the others, none of whom paid any more attention to me than if I had been a waiter all my life, a circumstance that I did not consider flattering.

I confessed that I enjoyed that Christmas dinner very much. I took in all the good things that were said, and there were a number of them, especially Miss Phipps, who was remarkably bright. The only reason why I should have liked to be one of the circle was that I envied her dinner companion.

I was about to take my departure, regretting that I could not assume my own personality, join the party, tell them what fun I had had in listening to their chat and observing their manners, when Roger handed me some glasses containing *pousse cafe* and told me to take them into the company. I told him that I thought I wouldn't go further with the freak, but when he informed me that the hostess had requested that I bring in the liquor I concluded that it would be better to obey the order, though I wondered why I especially had been called upon. So I took up the tray and proceeded to the drawing room. I noticed as I entered that most of the guests were looking at me. Mr. Pepper, a genial man with a bald head and muttonchop whiskers,

beckoned me to set the tray on a table near which he was sitting and when I had done so he said to me:

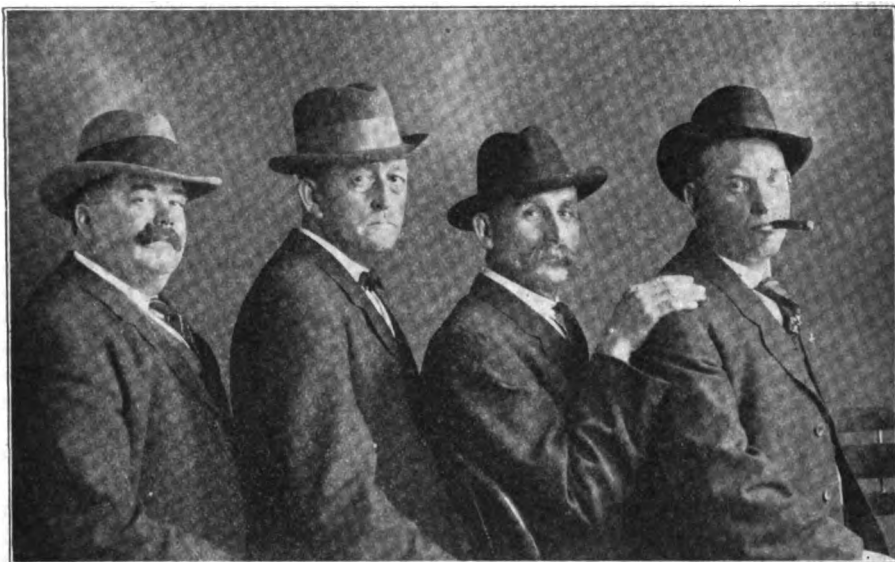
"I understand from Roger that you have waited on us to learn the business. I wish to say to you that you are the best waiter I have ever seen. I would like to engage you permanently."

There was a singular look in his face when he said this, while the guests ceased chattering and listened.

"Thank you, sir," I replied. "You are very good, sir. But I don't think I'm quite up to the work yet."

my respectable appearance, called me in to help them out? I must wait and see. I marched up to Miss Phipps, made as awkward a bow as I could contrive and led her on to the floor.

In order to carry out my part as waiter I made no end of mistakes. I invariably at "swing corners" turned to the wrong lady and in the grand chain got the dancers all mixed up. For a time they refrained from laughing at me, and I gathered confidence that they were ignorant of my identity. This encouraged me to more blunders, and one by



ATTENDING THE UNION MEETING AT ROANOKE, VA., OCT. 14, 1913.

M. J. Fowler, Div. 301, Chr. of the meeting. W. H. Hitt, Div. 743, Sec. union meeting. J. M. Derflinger, Div. 301, Sec. com. arrangements. Witt Perkins, Div. 448, who suggested the U. M.

"What's your name?"

"Charles, sir."

"Do you know how to dance, Charles?"

"Dance? No, sir."

"Well, I expect you'll have to try. There are just 15 of us, and we're going to dance the lancers. We're just one man short."

Every one arose, a couple of musicians were called in, and the men chose their partners. Miss Phipps was the odd lady who was left out.

Had something occurred to reveal my secret, or had these persons, being short of a man, to make up a set and noticing

one they gave way to laughter till the whole company was in a roar. When the dance was ended, with assumed confusion and without taking my partner to a seat, I was making for the door when the host called out sternly:

"Charles!"

"Yes, sir."

"Where are you going?"

"I was going home, sir. I have a wife and seven small children waiting for me, sir."

The burst of laughter that followed this excuse removed all doubt that I was known for what I was. Miss Phipps advanced and put out her hand.

"You are not very complimentary," she said, "having once made love to me and then forgotten me."

"I made love to you!"

"Yes—on the mimic stage. Some years ago you took the part of butler in private theatricals, and I played housemaid. The byplay was between us, you trying to win me from the coachman."

Then for the first time I recalled her. Since my prank was discovered there was nothing to do but confess, and since the host and hostess would not permit me to decline an invitation to join them in what remained of the Christmas festivities I consented and for the rest of the evening found myself the center of attraction. I was obliged to recount the circumstances that led me to play the part of waiter at a Christmas dinner to everyone I conversed with. Before the evening was finished I voted it the Christmas of my life. I made intimate friends of the host and hostess and retained the acquaintance of nearly all their guests. When the next Christmas came round I had left my quarters at the club and gone into a house of my own. There I entertained every one of the diners I had served the year before, and the hostess on the occasion was Mrs. Lucy Phipps, with mine for a third name.

Joanna Ott's Deceit.

BY CLARISSA MACKIE.

On Christmas eve the wind whistled cheerily down the avenue sending the lightly fallen snow in glittering showers in the faces of passersby.

Every pedestrian carried one or more paper parcels, and many were laden with holly wreaths or pots of Christmas blooming plants.

Mrs. Vinton sat alone in her drawing-room looking at the busy street scene. Her big chair was drawn close to the rich lace curtains, and she parted the draperies with a thin white hand on which sparkled many diamonds. Her beautiful old face was very sad.

There had been no Christmas in Mary Vinton's heart or home since Rosamond, her only daughter, had eloped with a penniless lieutenant in the French army.

Mrs. Vinton had not forgiven, and Rosamond's speedy repentance and plea for forgiveness had brought nothing but the cold silence of a deeply injured mother. Mr. Vinton had been dead for many years, and his widow was very rich.

Every Christmas Mrs. Vinton chose gifts for her large circle of friends and they were duly sent, and when she had received gifts in return she had looked at them listlessly and bade Joanna Ott, her confidential maid and almost friend, so many years had Joanna served her, to put the gifts away until the new year should dawn. At that time the stinging tenderness of Christmas memories would be dulled and she could write graceful little notes of thanks.

Beyond the giving and receiving of gifts there were no signs of Christmas in the Vinton home.

On this Christmas eve, five years after the marriage of Rosamond, Mrs. Vinton had evinced some interest in the holiday appearance of the street. Once in awhile a tremor passed over her sensitive face, but she would still it at once with compressed lips while a pink flush rose to the roots of her snow white hair, and her dark eyes filled with tears that she was too proud to wipe away.

It was 4 o'clock when Joanna Ott was summoned to the drawing-room.

"Joanna," said Mrs. Vinton, with an undercurrent of interest in her voice, "I used to have some poor people on my list to be specially remembered at Christmas time. I am afraid I have forgotten them lately. Do you recollect their names?"

Joanna Ott knitted her brows thoughtfully. "I'm afraid none of them are left, Mrs. Vinton," she said at last.

"Not dead, Joanna?" cried Mrs. Vinton anxiously.

"Oh, no, ma'am; not that I know of. Only there was a Mrs. Ball and her three children; she married a fireman and is comfortably off. Then the little French seamstress fell heir to some money and went back to Paris. The Dooleys all moved away and I lost track of them."

"I'm glad if some of them have met with happiness," murmured Mary Vinton, with a brooding look in her eyes. She

was silent for several moments, her eyes fixed on the street, now golden and red in the setting sun. Joanna watched her with eyes filled with mingled pity and despair.

"Do you know of any other poor people, Joanna?" asked Mrs. Vinton suddenly, turning toward the woman.

Joanna started violently. "Why, I don't know, ma'am. Perhaps I could think of someone."

"Someone who is really in need of Christmas cheer, Joanna. I believe I would feel better if I could really visit them myself and take something. You have jellies and grape juice and some delicacies in the house? I shall need fruit and chickens."

Mrs. Vinton was really growing interested, and Joanna's faithful heart leaped in response.

"Yes, ma'am; I do know of a poor woman," she said slowly, while a dull red burned itself into her thin cheeks. "She is a young woman with a little child, and they are very poor and quite destitute of the commonest comforts. I am sure you could bring happiness there."

"Is there not a husband?" asked Mrs. Vinton as her mind rapidly reviewed the necessities she could take to the woman Joanna had mentioned.

"He is dead," said Joanna huskily. "I am afraid he was'n't good for much, and he about broke his wife's heart. Hedrank something awful, ma'am, and he had a weak heart, and the drink killed him, and no loss, I say!" Her voice broke spitefully.

"What is her name?"

"Mrs. White," replied Joanna Ott. And she told where the woman lived—over in the teeming East Side.

"Let us get some things together, Joanna, and go immediately after dinner," said her mistress with animation. "We must have some warm clothing for the mother and the child, and some toys for the little one, too. I wonder if they have any fuel."

"Very likely not," said Joanna, winking tears away from her honest eyes.

"You can order a ton of coal and some wood to be sent to Mrs. White. Telephone now and tell them it must be de-

livered tonight. I will pay extra for that." Mrs. Vinton arose and went to the door. "Please tell Patrick to have the car at the door at 5 o'clock."

"Yes, ma'am," said Joanna, looking after her mistress' departing form with a queer expression in her eyes. When she was alone she covered her homely face with her hands and prayed very softly.

From shop to shop Mrs. Vinton drove with her maid, and Joanna was surprised at the gifts selected by her usually practical mistress, but she did not utter a word of protest.

"The little one will like this, Joanna," said Mrs. Vinton as she picked up a beautiful doll that was richly dressed and bore an extravagant price tag.

"Yes, ma'am," said Joanna, and she glanced suspiciously at Mrs. Vinton, but that lady appeared to be engrossed in the selection of a doll's trunk and some other expensive toys.

There was clothing, too, for the little one and its mother—handsome garments, soft and warm furs, chosen with rare taste. Joanna thought that Mrs. Vinton might have been buying gifts for her own daughter instead of the poor Mrs. White of the tenements.

It was not until after dinner that they set forth to deliver the gifts. Mrs. Vinton's eyes were sparkling as Joanna had not seen them in years, and her cheeks were quite pink. She looked very beautiful and so much like lovely, foolish Rosamond, whom Joanna had adored from babyhood, that the good woman was agitated almost to betrayal of her thoughts.

"She seems to have forgotten poor Miss Rosamond," thought Joanna, rather resentfully, and yet there was a scared look in her face as the car sped up the avenue and turned into one of the side streets.

When they reached the address of Mrs. White, Joanna was surprised and disconcerted to find that Mrs. Vinton wished to accompany her to the home of the young widow. "Patrick can remain with the car. I can carry half of those parcels, Joanna," said Mrs. Vinton firmly, and so Joanna gave in and

followed her mistress up the ill-lighted stairs, looking badly frightened.

At last they knocked at the appointed door, and it was opened slowly by a little girl of three or four years. Against the candle lighted background of the room the child's hair was a fluff of gold.

"Muzzer's gone to det some coal," she announced, letting the visitors inside the humble room.

Mrs. Vinton and Joanna each stooped and kissed the child and then looked around at the bare floor, with its strip of worn carpet and few cheap chairs. There were an iron bedstead and a plain deal table, with a few dishes laid for a simple meal—a simple meal indeed—a loaf of bread and a bottle of milk! There was a rusty little stove in one corner, and in this a fire of sticks was crackling.

"Santa Claus sented us some coal. Muzzer's gone to the cellar after some," chatted the child, coming forward and placing a tiny hand on Mrs. Vinton's fur muff. "When I heard you knock I sought it was Santa Claus, and it was only her and you."

Mrs. Vinton bent down and kissed the child tenderly, and while Joanna Ott trembled she turned the charming little face toward the light and studied it closely. "What is your name, darling?" she asked in a voice Joanna had never heard before.

"Mary Vinton," said the child sweetly—"after grandmuzzer."

"Joanna Ott," said Mrs. Vinton, not taking her eyes from the child's face, "will you please go and help Miss Rosamond bring up the coal? You know her hands are not accustomed to such"—But Joanna Ott had disappeared.

When she was alone with little Mary Le Blanc, Mrs. Vinton held the child closely against her breast. "It is too good a thing to happen to me, O Lord," she whispered brokenly, "I was so hard hearted and proud. And yet tonight, when Joanna told me of these people, I thought of Rosamond. I did not know about this little one, and I chose the things that I would have bought for Rosamond and her child if she had one, and, O Lord, they are both my own!"

When Rosamond Le Blanc followed

Joanna into the poor room it was to be clasped in her mother's arms. Mary Vinton looked over Rosamond's fair, repentant head, and the golden curls of little Mary and her eyes met the faithful ones of Joanna Ott.

"Joanna, how can we ever thank you?" she asked solemnly.

"By all coming home and having a Christmas tree," said Joanna practically, nodding her head at the child.

The Mahogany Room.

BY CLARISSA MACKIE.

Miss Dorinda Page ushered me into the large east bedchamber. "I must put you in the mahogany room," she apologized. "All the other rooms are filled just now, but you will find it cool and pleasant here, and it's quiet, too."

"It's delightful, Miss Dorinda, and I know I shall fall in love with that bed." I approached the mahogany four-poster and ran my finger along the fine carving. "I suppose this is a Page heirloom?"

"No; this room is filled with other people's heirlooms. All of this furniture has been bought from time to time and placed in this room; hence its name." Miss Dorinda's slim figure moved sedately from highboy to ancient dressing stand to the spindle legged table, rearranging a dimity cover, wiping a speck of dust from a candlestick and moving the vase of fresh flowers out of the sunlight.

All at once she sank into a big rush bottomed chair and became confidential. "My dear, there is something odd about this room. Sit down in the rocker by the window there. I hope you won't mind sleeping here."

I was puzzled by her manner. "You mean it is haunted?" I questioned laughingly.

"No, hardly that. Let me tell you about it. Every article of furniture in this room was purchased from a different family, and each time it has been under stress of some sort. The bed came from the Crosbys. It belonged to Grandmother Crosby, but the family became hard up and parted with it. I needed the extra furniture to put in

this room, so I bought it. The highboy came from the Glenn family. Ralph Glenn went away, the family broke up, and I bought this highboy. The table came from the Orvises and the dressing table from the Chases and this chair from the Winnicks. Something queer happened in each of those two families, but I am not at liberty to say what it was. I thought I would tell you the history of the furniture, so that you might be prepared to see all sorts of spirits at the mystic hour of 12." She looked at me from her bright, keen eyes, as if testing the quality of my courage.

"I always read until midnight, Miss Dorinda," I explained frankly, "and if spirits want to walk in lamplight they won't disturb me a particle."

Miss Dorinda smiled cheerfully. "I am glad," she said simply, "that you are so sensible. Mrs. Stone occupied the room one night and declared she didn't sleep a wink for the whispering. I told her it was the coffee she drank before she went to bed. I will send up a tray of supper, Miss Cameron. Getting here so late in the evening, you will want a good rest."

The supper came up and was eaten before a small fire sputtering on the wide hearth, for a gentle rain was falling outside, and it was cool in the large mahogany chamber. I prepared leisurely for bed, turning back the snowy, lavender scented sheets with a delightful sense of anticipation in the dreamless slumber I should enjoy. Contrary to my usual habit, I did not lie awake and read. On the contrary, I extinguished the lamp, flung a window wide to the soft wet air and went to sleep, watching the flickering firelight against the polished mahogany furniture.

I had not noticed the striking clock in the room, but it was there on the mantelshelf. Ten and 11 had chimed from its depths, but I had slept undisturbed. Suddenly I sat up in bed, awake, alert, with the last strokes of 12 sounding in my ears. The fire was burning brightly, and I could see that the hour was midnight. A little shiver of dread went over me. I could not

help listening intently for those whispering voices which had disturbed Mrs. Stone the night she occupied the mahogany room.

There was not a sound except the ticking of the clock and the gentle fall of rain on the tin roof of the porch without. Once the fire hissed as a rain-drop fell down the wide throat of the chimney, and it was so like a whisper that I jumped a little.

As I lay down once more on my pillow I became conscious of a peculiar sensation. It was true that I heard no voices, that no wraithlike forms crossed my vision, yet I seemed to be among animate things. I was receiving information from some unknown source.

I stared at the highboy, counted the glass knobs of the drawers, assured myself that there was nothing but the reflection of the firelight on the polished front, when all of a sudden I saw—

Out of the polished surface there grew a picture—dark shadows for a background of shrubbery, a winding path bordered with flowers, and standing there was Miss Dorinda Page as she appeared in the large painting in the drawing-room below—Miss Dorinda of 30 years ago, fair and sweet and very shy. She was timidly offering a rose to a youth, who looked at her with eyes of despairing adoration. He bent and kissed her in sudden, passionate farewell, turned and disappeared in the shrubbery, leaving her, white and trembling, to sink on a garden bench. But he had carried the rose away. As Miss Dorinda leaned her head on her rounded arm the picture died away, and there was nothing save the firelight flickering on the front of the highboy and the ticking of the clock, interrupted by the fall of rain on the roof.

I was not afraid now. I was filled with pity for the sweet, patient little woman who had so sturdily taken up the burden of wage earning when she had been left alone. Her house of "paying guests" was always filled, and I, who had known her a dozen years, had by great good luck been placed in the mahogany room and thus stumbled upon the romance in Dorinda's sad life.

The face of the young man was not unfamiliar, and I was sure that I had seen it, older, graver, somewhere. The story of the highboy was clear to me now. It had belonged to Ralph Glenn's people, and it was for his sake she had purchased the heirloom. Ralph Glenn must have been the young man of the picture.

"Glenn—Glenn—where have I heard that name?" I questioned to myself as I dropped off to sleep, and the answer came as the morning sunlight awoke me to consciousness. "Dr. Glenn, of course, stupid!"

I did not see Miss Page until after breakfast. Then she sought me in the big veranda, where I was studying the railroad time-table.

"Not going home so soon?" she exclaimed, with a glance at my occupation. "I hope the mahogany room has not driven you away. You slept well?"

"Beautifully," I assured her. "I must run home for a day, and then I shall return to lay the ghost of the mahogany room."

As the stage crawled its way up the long hill to the station I saw in my mind's eye my home city. On one of the handsomest streets there was a row of brownstone houses given over to physicians' offices. On one of the brass plates was the name "Ralph Glenn, M.D." I had met Dr. Glenn once, and, as I recollected his features, he might have been that same youth who had taken farewell of pretty Dorinda Page.

There was no harm in trying, I thought, so I made my way home and straight out to the office of Dr. Glenn. The physician was in, and I made my chronic neuralgia the excuse for my visit. When the consultation was over, still I lingered in the office. He, quiet, grave, middle aged, clever looking, watched me as if questioning my delay.

"I am going away for a fortnight," I explained. "I'm going down to Putwick. Perhaps you know the village?"

His face paled, but he smiled politely. "I was born there," he said briefly and then looked as if he regretted the confidence.

"Then you must know the Page home-
stead?" I said rapidly. "That is where

I am staying. It is the most charming old place, and Miss Dorinda Page is the most charming hostess."

"Miss who?" he asked brusquely, looking down on me from his superior height.

"Miss Dorinda Page," I replied innocently. "She is the last of her family and the sweetest little woman in the world. She"—

"I thought she married Hugh Graham," he burst out, sinking heavily into a chair. "They sent me a wedding invitation. Here it is!" He pulled open a drawer, and from a leather covered box he drew forth a yellowed envelope containing an engraved announcement of the wedding of Dorinda May Page and Hugh Montgomery Graham on April 1, 1890. I read it slowly.

"I'm afraid you are the victim of a joke, an ill-timed and fateful April fool trick," I said regretfully as I pointed to the date. "Whoever perpetrated the joke did not spare expense. As a matter of fact, Hugh Graham married Miss Dorinda's cousin, Hannah Page, years ago, long before I knew them. You never went back to Putwick?"

"No; I stayed away after that."

"I'm going back to Putwick tomorrow," I suggested.

"So am I," he exclaimed, rising to his feet with sudden energy. "Just as soon as I can put my affairs in order here I'm going. You are sure—sure that I better go?" He looked at me wistfully, and I could see that he, too, as well as Miss Dorinda, had yet to live out that interrupted romance.

"Sure as—as I am that the ghost of the mahogany room has been laid," I said eagerly, but he was not listening to me. His thoughts were far away in that southern garden where he would once more meet Dorinda Page.

Mary MacAllister.

BY ESTHER L. DAVIDSON.

"What's the matter with you, Klaxon?"

"Matter? Matter enough! At any time my duties are wearing, but since the failure of this Scotch rebellion,

wherein Prince Charlie bewitched the people there one and all, I might better be a butcher and kill bullocks than headsmen at the Tower."

"Keep your nerve, I pray you, Klaxon. There are many more of these misguided Scots to do away with, and if you fail me I do not know where to look for one to supply your place. It would ill become me, the lieutenant of the Tower of London, commander of King George's principal stronghold, to turn head dropper. Still, Klaxon, if you fail me and His Majesty insists upon keeping on with the bloody work I shall have to swing the ax myself. I shall not be known more than you, for I will wear your mask."

"You're welcome to it, Sir Percy, and the ax as well. I can stand it to send a man to his long home, but they are bringing in young fellows with scarce a beard on their chins, and there is a lassie among them hardly a woman. What they brought her for I know not. They must have a Jeffreys to condemn such persons. For my part, had I been a Scotsman I would have followed young Charlie to the death myself. Out with these German kings, I say! They are taking everything they can get their hands on, and we giving it to them for ruling us. Would that they would get enough and go back to Hanover, where they came from."

"Be careful, Klaxon, how you talk treason right here in the Tower or perhaps your own neck may lie on the block and some other hand than yours drop a head in the basket."

"No fear of that. There are too many real rebels to be beheaded. But I must get some rest. Tomorrow I shall officiate on Tower hill in the case of some of the finest lairds in Scotland."

Prince Charles Frederick, who went to Scotland from France and led the rebellion of 1745 against the Hanoverian, George II, was by inheritance the rightful king of England. His effort failed largely because he was a Roman Catholic and England had become by that time almost entirely Protestant. Hundreds of Scotch prisoners were taken to London, imprisoned

in the Tower and executed on Tower hill just beyond the fortress walls.

Among these was a certain Cameron MacAlister, who had taken up Prince Charlie's cause and was captured at the battle of Culloden, which resulted so disastrously to the Scotch. When Cameron MacAlister was taken to London his daughter, Mary, seventeen years of age, insisted on going with him. She marched beside him all the way from Edinburgh and on their arrival at London was put into the Tower with the other prisoners, it being supposed that she had been sent, like him, to meet a charge of treason against the (illegitimate) sovereign of the United Kingdom.

It was this Mary MacAlister who was mentioned by the headsmen Klaxon. Sir Percy Manning, the lieutenant of the Tower, a young man twenty-seven years of age, had noticed the girl and when he heard her name mentioned shuddered. He had been too busy to inquire into her case, though her devotion to the man she accompanied, her girlish face, her blue eyes, bent lovingly and mournfully on her father, had attracted Sir Percy so far that she had not been out of his mind a moment since.

Though the bloody work of getting rid of the Scotch rebels was but half done, the lieutenant determined to look into the case of the Scotch lassie and learn if she were among those charged with rebellion. That she was a girl and very young was no reason why she should not pay the penalty of treason. Little more than a century before Lady Jane Grey, exactly the same age as this Mary MacAlister, had been beheaded within the courtyard of the Tower, and two of King Henry VIII's wives, not much older, had met the same fate on the same spot.

Leaving the executioner with a bottle before him with which to stimulate his overstrained nerves, Sir Percy went to look up Mary MacAlister. He found her in a cell near her father.

"Why are you here?" he asked her at once.

"Because I could na' leave dear father to coom alone. Will they behead him,

sir?" she added, looking eager and wistful at the lieutenant.

"Are you charged with treason against the king?"

"I dinna know as to that, and I dinna care. If they kill my father I hope they'll let me go with him."

Sir Percy longed to take the poor girl in his arms and assure her that if he had the power to save her father he would do so, but he preserved his equanimity, though he could not have done it for long. Fortunately the warden announced that another batch of Scotch rebels were at the traitors' gate, their guards waiting for it to be opened that they might bring the prisoners in. So he went away to receive the new instalment of persons doomed either to the block or a long imprisonment.

As soon as the lieutenant had incarcerated these newly arrived persons he examined his list of prisoners and found the name of Cameron MacAlister, but his daughter's name did not appear. What concerned the young man was that the father's name was on the list of those who were to form a spectacle for the populace on Tower Hill the morrow.

Between Klaxon, the headsman, and the lieutenant were that sad, sweet face and the words: "I dinna care. If they kill my father I hope they'll let me go with him." Then he fell to thinking how he might save both father and daughter. Locking himself in his office, he strove to invent a plan for getting them out of the Tower and away. He would be obliged to go himself for he was responsible for MacAlister to the king, and his own head would fall in place of the Scot. Presently Sir Percy called an attendant and summoned the headsman.

"Klaxon," he said, when the functionary arrived, "tomorrow you are to officiate on Tower hill. When you have dropped the heads of all those to be executed save one, stagger, catch at the rail of the scaffold as if for support and declare yourself unable to proceed further with your duties."

"Give me a reason, lieutenant."

"The last prisoner on your list will be the father of the Scotch lassie of whom you spoke to me awhile ago."

"She with the sad face?"

"Yes."

"And will that save her father?"

"For the time being."

When Cameron MacAlister was called forth to execution he deemed it a hardship that he was not permitted to bid his daughter goodby. He was obliged to witness the death of his comrades. Then when about to lay his head on the block the headsman broke down, being unable to strike the blow, and the doomed man was sent back to his cell in the fortress.

"Good!" exclaimed the lieutenant. "I shall now have time to carry out my plan."

The next night at about 10 o'clock two men sat in a boat on the Thames near the traitors' gate. At 11 the lieutenant went the rounds and, finding every one except the guards in bed, took a uniform to the cell of MacAlister and bade him put it on and follow him. Stopping at Mary's cell, she was liberated, and they went down a staircase leading to the traitors' gate. They were seen by guards; but since they were the commander, a guard and a girl, no attention was paid to them. Unlocking the gate, the lieutenant gave a whistle, and the boat with the two men in it was rowed in to the steps. The party entered the boat, the lieutenant shutting the gate after him before doing so, and they were pulled down the river to a vessel lying at anchor. As soon as they were aboard the anchor was raised and the ship set sail.

France at that time was the abiding place of Prince Charlie, and any of his adherents who could reach her coast were safe. The ship in which our party had embarked succeeded in getting to the mouth of the river without being intercepted and stood across the channel. Before she was out of the river it was known in London that a prisoner was missing, and no one could tell what had become of the lieutenant of the Tower.

The party reached the coast of France safely. Cameron MacAlister and his daughter marveled how it had all come about, and Mary was ready to fall on her knees and worship the man who had planned the escape.

They went to Paris where they found

the prince, and Sir Percy announced himself as one of his adherents. But the cause of the pretender, as he was called, was not again destined to trouble the kings of England. Indeed, as the years passed it subsided into not even a pretense. When all danger from it had passed Cameron MacAlister was permitted to return to Scotland, and his estates, which had been forfeited to the crown, were returned to him.

Sir Percy Manning's fault was too great for him to expect clemency, and he never dared return to England. But when the troubles consequent upon the Scotch rebellion had died out he went to the north of Scotland, where he lived in retirement.

He met the reward for which he put his head in jeopardy—the love of Mary MacAlister. They were married soon after their arrival in France and went together to Scotland.

Annette's Refusal.

BY CLARISSA MACKIE.

Billy Slater chose a most inopportune moment in which to propose marriage to Annette Fiske. Their motorboats had been racing side by side over a summer sea swept by a fresh southwest wind.

Together they reached the goal, a strip of sand laid bare by the falling tide. At high water it would become a dangerous shoal. Billy dragged the boats up on the sand, anchored them to make their safety a sure thing and sat down beside Annette on the topmost ridge of sand, which the sun had speedily dried.

Annette's dark blue eyes took in the scene with a never-failing contentment in their depths. She loved the blue waters of the sound, the broken, high-bluffed coast line, the distant view of nestling villages, the fresh salt smell of the air, and the fact that Billy Slater was looking at her with adoration in his brown eyes did not detract from her enjoyment in the scene.

She was accustomed to having Billy adore her. Indeed, she would have missed his worship had he failed in his allegiance to her. But she knew it could not last forever, because some day

Billy was going to propose to her, and then their friendliness would cease, for of course she was not going to marry him, for she did not love him. Girls didn't fall in love with the boys they had played with from babyhood, and as the Slater and Fiske homes had always been side by side, both in town and country, there wasn't the slightest chance of Annette's accepting Billy Slater, as you may see.

Nevertheless, Billy, whose lips had been trembling to tell his tale of love these many months past, gained courage now and laid his bronzed hand over Annette's slim little one, tanned almost to the color of his own.

"Annette," he said in the low, pleasant voice that Annette secretly admired, "we get along rather well, don't you think?"

"We're great pals, Billy, if that's what you mean," said Annette, tossing a pebble into the creeping tide.

"I'd rather have you for my wife than a pal, Annette. You know I love you. Won't your marry me?" blurted forth Billy.

Annette pulled her hand away and bounded to her feet. "Billie Slater, if you're not the meanest thing!" she cried indignantly.

Billy was standing beside her instantly. "Mean!" he echoed aghast. "What do you mean, Annette?"

"To go and spoil everything with your old love talk," sputtered Annette.

Billy, looking white and worried, laid a detaining hand on hers. "Wait a moment, Annette," he said gently. "Why should all our pleasures end just because we are going to be married?"

Annette turned and stared at him. "But we are not going to be married, so, you see, there will be an end to all the fun."

"Very well, dear," he said slowly.

"Good old Billy," she said, affectionately patting his hand. "Now just get the Annette off and I'll wager the Billy Boy will beat you to the landing."

"Taken," cried Billy, but without his usual enthusiasm.

The two boats, each named after the owner of the other, circled for position

and then with a soft chug-chug of motors were away, cutting the water with sharp hiss of foam and showers of spray. Annette, sitting at her wheel, was oblivious to everything save the beauty of the afternoon, the sting of the salt spray and the ardor of the chase. Her red lips were parted in a little merry hum that kept time to the strokes of the engine.

Billy Slater, crouched over his wheel, stared unseeing ahead. All he was conscious of was the sinking pain at his heart that was intensified by Annette's indifference to him. When she spoke he answered with an effort and at last managed to keep his boat beyond speaking distance.

So indifferent was he to the outcome of the race that he allowed the girl to beat him by a quarter of a mile, and by the time he reached the landing she was halfway up the long flight of steps that led to the houses on the bluff. The next morning Billy Slater went to the White mountains for several weeks and in the round of gayety at the big hotels tried to forget all about Annette Fiske, and in a measure he succeeded.

In the meantime Annette sailed the seas alone or with uncongenial companions, and she nursed a bitter resentment toward Billy Slater because he had ended their pleasant summer sports. After awhile she neglected the motorboat because somehow it reminded her strongly of Billy and made her feel exceedingly uncomfortable. If Billy had only been content to accept her refusal in a friendly spirit and let their old relations continue they might have had the best sort of a summer! As it was she was quite wretched even with other admirers hovering near. Something was lacking, but she would not admit that it was Billy she preferred.

It was Maud Lossing who shattered her self esteem with one innocently dealt blow. She had met Maud in town one hot day, and they had lunched together.

"Aren't the Slaters neighbors of yours, Annette?" asked Maud.

"Their place at the bluff is next to ours," replied Annette indifferently.

"That Billy Slater is the most fascinating fellow I ever met," gushed Maud, beginning her salad. "He was up at the Defile House last month, and he was the most popular man there. If I wasn't already engaged I believe I'd have lost my heart to him! But I understand he is spoken for—alas!"

The color left Annette's cheeks, and she clung firmly to the table edge. When the table stopped whirling around and around she would ask Maud who the girl was. After awhile she heard her voice—was that timid voice her own?

"I hadn't heard that Billy—Mr. Slater—was engaged. Who is the girl?"

"She's the cutest thing you ever saw—all pale golden hair and blue eyes and a perfect rose leaf skin. Her name is Ransom—Ellie Ransom—and her father is the rich Ransom from Chicago. Some say her money is quite as attractive to Mr. Slater as"—

"Nonsense," interrupted Annette sharply. "Billy Slater is the last man in the world to marry for money. He's got plenty of his own, anyway."

"Oh, well, people will say all sorts of mean things when they see a man as desperately in love as Billy Slater is with Ellie. Shall we go now, Annette?"

"Whenever you are ready," said Annette dully.

The next morning found her down at the bluff once more. For the first time in her joyous life she could see no beauty in the sky or sea, in the song of birds or the caress of the west wind. Down at the landing her little boat, Billy Boy, rocked with the tide, and she was tempted to go forth and be alone.

When the Billy Boy had nosed a way out of the harbor and the stretch of blue water lay before her Annette laid a course for the sandy shoal which would be uncovered by the time she reached it. Bitter thoughts came and stung her heart to beating madly, and as she neared the sand strip she found herself hating Billy Slater with a hatred that was dangerously near another sentiment.

Once on the sand she pulled the bow of the Billy Boy above the lapping tide, and, pulling out a knife from a locker,

she laboriously scraped the name of the boat from the bow. She finished the job with a handkerchief dipped in wet sand and scrubbed viciously until the letters forming Billy Boy were entirely obliterated.

The name was also lettered on the stern, but that was a task that she must leave to Peterson, the man of all work, when she arrived home. She knew that a change of name must be explained to her family, and she could hear the chorus of protest, for it is most unlucky to change the name of a craft.

A boat's keel grated on the sand beside her, and she sprang to her feet to confront Billy Slater, looking abominably well; yet if she had looked closely she would have noted the old anxious expression clouding his eyes.

"Billy," she said faintly.

"Hello,—Annette,"—he said with an attempt at easiness. "What are you doing—ah?" He stared down at the freshly scraped bow of the motorboat. "So that's it, is it? Off with the old, on with the new?"

"I thought I'd call her the Pirate," said Annette with hot cheeks and entire lack of self possession.

"Then I'll change mine to Independent," said Billy doggedly.

"I thought perhaps you'd rather call yours the Ellie," flashed Annette, and then she could have bitten her tongue so angry was she at her own folly.

There was an uncomfortable silence. Then the sand crushed under slowly approaching footsteps. Nearer, nearer they came until Billy's arms closed around Annette's slender form.

"Do you hate me, Annette?" he breathed in her ear.

"Yes," she said half sobbing.

"Why?" asked Billy softly.

"Because—oh, because you believed what I said when you asked me"—Annette paused, bewildered at the strange sensations that assailed her at the touch of Billy Slater's lips. "You should have known"—Again she hesitated.

"Known what, sweetheart?" he whispered.

"What you're finding out now," said Annette with a flash of her old spirit.

An Unpronounceable Name.

BY MARTHA V. MONROE.

Two American girls stopping in Munich one morning asked their landlady what there was in the way of sights in the country round about. They had "done" the city, and it only remained for them to take in anything remarkable in the environs.

"The Wohlfarth schloss is a very old building," the woman replied. "It is not far from here. You will find it very interesting."

"Is it a ruin?"

"Oh, no! It is occupied by the Wohlfarths."

"Good!" said one of the girls. "We'll go. I'm tired of ruins and pictures of saints and martyrs being roasted on gridirons. Let's go, Belle."

"I'm with you, Rosie. I would like to see a real old castle that's kept up in modern style."

Alighting at a railway station, they asked the way to the castle of an official who showed them the towers rising above the trees within walking distance. He informed them that Count Wolfgang Wohlfarth occupied the castle and sometimes tourists were admitted to inspect it. On reaching it they crossed a drawbridge, passed under a portcullis and told the gateman in German, which they spoke tolerably well, that they were American tourists and would like to see the castle.

"Ich w-w-w"—

"Can you tell us to whom to apply?" asked Belle.

"H-h-h-h"—

The man broke down again.

"Poor fellow," said Rosie. "I suppose he fell to stammering by trying to pronounce his master's name, Wolfgang Wohlfarth. How would you like to be Countess Wolfgang Wohlfarth, Belle?"

"I'd rather be the countess without the Wolfgang Wohlfarth."

Both girls laughed, and just then a man came toward them in clothes that they supposed were livery. He bowed politely to the girls and waited for them to speak. They told him that they would be obliged if he would go to the count

and get permission for them to see the castle. At the same time Belle put a silver coin in his hand. He put it in his pocket, replying that he had authority to show the castle to visitors and would be happy to do so in their case.

He seemed to be well versed in the history of the castle, showing them apartments the Emperor Charles V. and other notables had occupied, a tower that had been battered down and repaired in a war with the king of Sweden and no end of arms that had been taken in battle by the Wohlfarths of olden times. Indeed, for a lackey he seemed remarkably familiar with the history of Europe during a period that few Americans are not interested in. The girls, however, had been sufficiently educated to recognize the fact that the man made no historical blunders—at least none that they could detect. When they had finished the tour of the different objects of interest and they were about to depart Belle thanked the man and said:

"Please tell your master that we have been very much pleased with his castle. We are from Milwaukee, in the United States. If he ever comes to America I shall be happy to show him my father's home."

"Milwaukee!" exclaimed the man.

"Yes; we have a great many Germans in our city."

The man changed the language he used from German to fair English and said that the count had relatives living in Milwaukee. If the visitors would wait for a few moments he would like to ask the count if he would not wish to meet them. They assented, and he ushered them into a waiting room. Presently he returned with an invitation from the count to remain to lunch, then turned them over to a maid.

When the visitors entered the drawing-room they were received by an elderly lady, who welcomed them graciously, though she did not speak English, and the girls' German was not readily understood by her nor hers by them. While they were chatting together in came the man who had shown them about the castle. He had doffed his livery, which was really a hunting costume, and appeared in the everyday dress of a gentleman.

"This is my son, Wolfgang," said the lady who had received them.

"And this is my mother, the Countess Wohlfarth," replied the young man. "She has a cousin living in Milwaukee,

and therefore I presumed she would like to meet one coming from the same city."

"You are Count Wolfgang?"—

The count smiled and begged her not to attempt so difficult a vocal feat as to pronounce his name. He then told the guests that he was about starting out to shoot in his preserves when he saw them and could not refrain from humoring their mistake in mistaking him in hunting costume for one of the servants. Then all went to luncheon.

The girls were invited by the dowager countess to make a visit at the castle, which lasted a week. The next year the count appeared in Milwaukee ostensibly to visit his cousin, but really to propose marriage to the girl who said that she would prefer being countess without the Wolfgang Wohlfarth. She was obliged to take all or none and swallowed the whole dose. Her American relatives have been trying to find a pronounceable abbreviation of Wohlfarth, but thus far have failed.

Stopping the "Fire-Wagon."

When the first railroad was laid over the Western plains, and the cars began running to San Francisco, the Indians viewed the locomotive from the hill-tops at a distance, not daring to come near the "fire-wagon." A train of cars was to them "heap wagon, no hoss." An Apache chief gathered a party of warriors in Arizona and went several hundred miles to see the terrible fire-wagon that whistled louder than the eagle's scream, and poured out dense black smoke. Mr. W. M. Thayer says, in his "Marvels of the New West," that the redskins grew bolder, and once attacked a fire-wagon, expecting to capture it. When they failed and many were injured, they said, "fire-wagon bad medicine!"

The Indians stretched a lariat across the track, breast-high, each end being held by thirty braves.

"When the engineer first saw it, he didn't know what on earth was the matter," said the narrator, "but in a minute more he burst out laughing." He caught hold of the throttle, and opened her out.

"He struck that lariat going about forty miles an hour, and he just piled those braves up everlasting promiscuous."—*Youth's Companion*.

A Friend.

A friend is the one who when a fellow is down-and-out, comes and offers aid.

A friend is the one to whom you can freely go and feel no hesitancy.

A friend is the fellow who will help you over the rough place.

A friend is the one who will come and help you up if you stumble in error.

A friend is the one who can stand in your shoes, and look at things from your viewpoint, and consider.

A friend is the one who will hurl back in the teeth the tale which they would tell and backbite you.

A friend is the one who will stop the stone of rumor before evil tongues shall ruin you unawares.

A friend is the one who looks over your errors, and helps you to mend the bad and worn places in your life.

A friend is the one who picks you out of the ditch and sets you on your feet, instead of knocking you off your feet with their hammer, into the ditch.

Beware of the fellow who is always asking a favor of you, but never willing to return even a pleasant smile.

Beware of the fellow who lets you do the work and then takes the credit.

Beware of the fellow who tells you, when alone, that you are "the stuff," but never opens his "chops" about it around where there is anyone listening.

Always give the devil his dues.

There is good in every man and woman—if you search it out.

The fellow who uses his hammer on the other fellow, finds often times that his hammer is made of rubber—it springs back and hits him in the face.

A man or woman in public life must expect bullets from a thousand guns of rumor; and must lay aside one-half their time in dodging these bullets.

More men and women in public pursuits have been ruined by rumor than foolish plays.

The life has been stamped out of more beneficial results, by rumor, jealousy and fear that the other fellow will get the credit, than has actually been accomplished.—"Rld. Tel" *Victoria Railway Institute Review*.

Trespassers.

Among the 230 laws relating to railway operation placed upon statute books this year where are the laws effectually checking trespassing upon railway property? They are hard to find. "Sixty-five bills intended to prohibit trespassing on railway property were introduced in legislatures throughout the country, but none of them was enacted into law," says a report of the American Railway Association's findings in regard to railway legislation.

And yet: "On the doctrine of averages, 14 people will be killed by American railroads tomorrow. An average of 14 people, trespassers on railroad property in violation of the law, are killed in this country every day. Of all the 10,446 people killed on American railway property in 1912, 5,449—more than half—were trespassers."

More than half of those killed by railways were trespassers! Sixty-five laws to prevent trespassing introduced and none passed! Two hundred and thirty other railway measures made law!

There is a discrepancy that public opinion must remedy.—*Railway Record*.

Public Opinion.

We are getting considerable evidence which shows that all newspaper managers and editors are not governed in their opinions by the *dollars* that may be withheld by the employing class if they express an honest opinion relative to the rights of employees, and particularly in railroad service. The two following articles are good samples, sent in from the South and East, by members of the B. of L. E.—EDITOR.

THE ENGINEER.

The engineer is the large, quiet man in overalls who acts as mahout of the modern locomotive.

In the last 30 years locomotives have quadrupled in weight. But the same sized engineers are still used, and are giving very good satisfaction.

The engineer is one of the few men who can ride free on our railroad trains nowadays. His is a pleasant life. All

he has to do is to sit on a cushioned seat and career blithely over and through the space and scenery and various obstructions.

He does not have to work at all. The fireman does the work. All the engineer does is to pull the throttle and yank the reverse lever and manipulate the brake and watch the steam gauge and supervise the forced draft and jolly along the headlight dynamo and lubricate the steam dome and keep an eye on the superheater and block up one side occasionally, when the high pressure cylinder head blows out.

The rest of the time he rides entirely at his ease and amuses himself by wondering if he can pick up the next switch signal soon enough to stop the train if it happens to be red.

The engineer, it will thus be seen, leads a jolly life and enjoys a great deal of travel during the year. He usually travels about 250 miles a day and when he gets off his engine he looks like Othello in overalls. If he travels too fast the company lays him off for speeding. If he travels too slow the train dispatcher reports him, and if he suddenly stops traveling altogether in the middle of the journey, the coroner usually sits upon him and the officials try to prove that he wrecked his train and himself on purpose.

The engineer is always present at all train wrecks, and usually he is in a reserved seat in the front row. When the engineer observes another 200-ton engine approaching his on the same track at the rate of 60 miles an hour he is supposed by etiquette to remain at his post. This he usually does and when the wreckage is cleared away he is discovered holding the attacking engine in his lap.

There are a great many different causes of wrecks in this country, but there is usually one standard result. The engineer is ruined for all future use as a citizen. It almost seems, sometimes, as if many railroad companies used no precaution against accidents beyond supplying engineers to serve as buffers between the opposing trains. — *New Garden Courier Daily*.

GRADE CROSSING ACCIDENTS.

The grand jury of Whitfield county, Ga., has returned an indictment against Engineer Charles Price, who was driving the train that ran into a wagon load of people near Tunnel Hill recently, injuring a number of persons and killing Mr. and Mrs. W. E. Benjamin. Of all persons the engineer in such accidents is deserving of sympathy. He is responsible neither for the condition of the tracks, the crossing of roads at grade nor the negligence and carelessness of people driving in front of approaching trains. He has a schedule to make, prescribed by the company that employs him and demanded by its patrons. He must take for granted that his way is open and the tracks that he is to traverse are clear. He has nothing to do with the making of operating rules any further than as they apply to his personal rights nor is he responsible for the lack of rules for the regulation of the public using the highways of the country through which he is passing.

The question of responsibility for tragedies at railway road crossings is one difficult to fix. The railroads are given the right to cross roads and streets with their tracks and we believe generally comply with such requirements as are made of them for warning the public of approaching locomotives. These warnings are, however, useless unless the public observes them. The frequency of tragedies at these grade crossings would seem to demand that something be exacted of the users of roads and streets. It is much easier to stop a wagon, buggy, carriage or automobile than a locomotive, so that fairness would indicate that the public be required to know before crossing a railroad track that a locomotive is not about to pass at the same moment. The railroad posts its signs at most crossings: "Look out for trains!" which ought to remind drivers of passing vehicles to be sure that there is no train in sight.

The time will come when grade crossings will be abolished, but until then it is not just to put all the blame for accidents at crossings on either the railroads or their employees. — *Chattanooga Times*.

Legal News

Arbitration Law.

An Act providing for mediation, conciliation, and arbitration in controversies between employers and their employees. Public—No. 6—S. 2537.

Enacted by the Senate and House of Representatives of the United States of America in Congress assembled:

That the provisions of this act shall apply to any common carrier or carriers and their officers, agents, and employees, except masters of vessels and seamen, as defined in section forty-six hundred and twelve, Revised Statutes of the United States, engaged in the transportation of passengers or property wholly by railroad, or partly by railroad and partly by water, for a continuous carriage or shipment from one state or territory of the United States or the District of Columbia to any other state or territory of the United States or the District of Columbia, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States.

The term "railroad" as used in this act shall include all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any corporation operating a railroad, whether owned or operated under a contract, agreement, or lease; and the term "transportation" shall include all instrumentalities of shipment or carriage.

The term "employees" as used in this act shall include all persons actually engaged in any capacity in train operation or train service of any description, and notwithstanding that the cars upon or in which they are employed may be held and operated by the carrier under lease or other contract: Provided, however, that this act shall not be held to apply to employees of street railroads and shall apply only to employees engaged in railroad train service. In every such case the carrier shall be responsible for the acts and defaults of such employees in the same manner and to the same extent as if said cars were owned by it and said employees directly employed by it, and any provisions to the contrary of any such lease or other contract shall be binding only as between the parties thereto and shall not affect the obligations of said carrier either to the public or to the private parties concerned.

A common carrier subject to the provisions of this act is hereinafter referred to as an "employer," and the employees of one or more of such carriers are hereinafter referred to as "employees."

SEC. 2. That whenever a controversy concerning wages, hours of labor, or conditions of employment shall arise between an employer or employers and employees subject to this act interrupting or threatening to interrupt the business of said employer or employers to the serious detriment of the public interest, either party to such controversy may apply to the Board of Mediation and Conciliation created by this act

and invoke its services for the purpose of bringing about an amicable adjustment of the controversy; and upon the request of either party the said board shall with all practicable expedition put itself in communication with the parties to such controversy and shall use its best efforts, by mediation and conciliation, to bring them to an agreement; and if such efforts to bring about an amicable adjustment through mediation and conciliation shall be unsuccessful, the said board shall at once endeavor to induce the parties to submit their controversy to arbitration in accordance with the provisions of this act.

In any case in which an interruption of traffic is imminent and fraught with serious detriment to the public interest, the Board of Mediation and Conciliation may, if in its judgment such action seem desirable, proffer its services to the respective parties to the controversy.

In any case in which a controversy arises over the meaning or the application of any agreement reached through mediation under the provisions of this act either party to the said agreement may apply to the Board of Mediation and Conciliation for an expression of opinion from such board as to the meaning or application of such agreement and the said board shall upon receipt of such request give its opinion as soon as may be practicable.

SEC. 3. That whenever a controversy shall arise between an employer or employers and employees subject to this act, which can not be settled through mediation and conciliation in the manner provided in the preceding section, such controversy may be submitted to the arbitration of a board of six, or, if the parties to the controversy prefer so to stipulate, to a board of three persons, which board shall be chosen in the following manner: In the case of a board of three, the employer or employers and the employees, parties respectively to the agreement to arbitrate, shall each name one arbitrator; and the two arbitrators thus chosen shall select the third arbitrator; but in the event of their failure to name the third arbitrator within five days after their first meeting, such third arbitrator shall be named by the Board of Mediation and Conciliation. In the case of a board of six, the employer or employers and the employees, parties respectively to the agreement to arbitrate, shall each name two arbitrators, and the four arbitrators thus chosen shall, by a majority vote, select the remaining two arbitrators; but in the event of their failure to name the two arbitrators within fifteen days after their first meeting the said two arbitrators, or as many of them as have not been named, shall be named by the Board of Mediation and Conciliation.

In the event that the employees engaged in any given controversy are not members of a labor organization, such employees may select a committee which shall have the right to name the arbitrator, or the arbitrators, who are to be named by the employees as provided above in this section.

SEC. 4. That the agreement to arbitrate—

First. Shall be in writing.

Second. Shall stipulate that the arbitration is had under the provisions of this act.

Third. Shall state whether the board of arbitration is to consist of three or six members.

Fourth. Shall be signed by duly accredited representatives of the employer or employers and of the employees.

Fifth. Shall state specifically the questions to be submitted to the said board for decision.

Sixth. Shall stipulate that a majority of said board shall be competent to make a valid and binding award.

Seventh. Shall fix a period from the date of the appointment of the arbitrator or arbitrators necessary to complete the board, as provided for in the agreement, within which the said board shall commence its hearings.

Eighth. Shall fix a period from the beginning of the hearings within which the said board shall make and file its award: Provided, that this period shall be thirty days unless a different period be agreed to.

Ninth. Shall provide for the date from which the award shall become effective and shall fix the period during which the said award shall continue in force.

Tenth. Shall provide that the respective parties to the award will each faithfully execute the same.

Eleventh. Shall provide that the award and the papers and proceedings, including the testimony relating thereto, certified under the hands of the arbitrators, and which shall have the force and effect of a bill of exceptions, shall be filed in the clerk's office of the district court of the United States for the district wherein the controversy arises or the arbitration is entered into, and shall be final and conclusive upon the parties to the agreement unless set aside for error of law apparent on the record.

Twelfth. May also provide that any difference arising as to the meaning or the application of the provisions of an award made by a board of arbitration shall be referred back to the same board or to a subcommittee of such board for a ruling, which ruling shall have the same force and effect as the original award; and if any member of the original board is unable or unwilling to serve another arbitrator shall be named in the same manner as such original member was named.

SEC. 5. That for the purposes of this act the arbitrators herein provided for, or either of them, shall have power to administer oaths and affirmations, sign subpoenas, require the attendance and testimony of witnesses, and the production of such books, papers, contracts, agreements, and documents material to a just determination of the matters under investigation as may be ordered by the court; and may invoke the aid of the United States courts to compel witnesses to attend and testify and to produce such books, papers, contracts, agreements, and documents to the same extent and under the same conditions and penalties as is provided for in the act to regulate commerce, approved February 4, 1887, and the amendments thereto.

SEC. 6. That every agreement of arbitration under this act shall be acknowledged by the parties thereto before a notary public or a clerk of the district or the circuit court of appeals of the United States, or before a member of the

Board of Mediation and Conciliation, the members of which are hereby authorized to take such acknowledgments; and when so acknowledged shall be delivered to a member of said board or transmitted to said board to be filed in its office.

When such agreement of arbitration has been filed with the said board, or one of its members, and when the said board, or a member thereof, has been furnished the names of the arbitrators chosen by the respective parties to the controversy, the board, or a member thereof, shall cause a notice in writing to be served upon the said arbitrators, notifying them of their appointment, requesting them to meet promptly to name the remaining arbitrator or arbitrators necessary to complete the board, and advising them of the period within which, as provided in the agreement of arbitration, they are empowered to name such arbitrator or arbitrators.

When the arbitrators selected by the respective parties have agreed upon the remaining arbitrator or arbitrators, they shall notify the Board of Mediation and Conciliation; and in the event of their failure to agree upon any or upon all of the necessary arbitrators within the period fixed by this act they shall, at the expiration of such period, notify the Board of Mediation and Conciliation of the arbitrators selected, if any, or of their failure to make or to complete such selection.

If the parties to an arbitration desire the reconvening of a board to pass upon any controversy arising over the meaning or application of an award, they shall jointly so notify the Board of Mediation and Conciliation, and shall state in such written notice the question or questions to be submitted to such reconvened board. The Board of Mediation and Conciliation shall thereupon promptly communicate with the members of the board of arbitration or a subcommittee of such board appointed for such purpose pursuant to the provisions of the agreement of arbitration, and arrange for the reconvening of said board or subcommittee, and shall notify the respective parties to the controversy of the time and place at which the board will meet for hearings upon the matters in controversy to be submitted to it.

SEC. 7. That the board of arbitration shall organize and select its own chairman and make all necessary rules for conducting its hearings; but in its award or awards the said board shall confine itself to findings or recommendations as to the questions specifically submitted to it or matters directly bearing thereon. All testimony before said board shall be given under oath or affirmation, and any member of the board of arbitration shall have the power to administer oaths or affirmations. It may employ such assistants as may be necessary in carrying on its work. It shall, whenever practicable, be supplied with suitable quarters in any Federal building located at its place of meeting or at any place where the board may adjourn for its deliberations. The board of arbitration shall furnish a certified copy of its awards to the respective parties to the controversy, and shall transmit the original, together with the papers and proceedings and a transcript of the testimony taken at the hearings, certified under the hands of the arbitrators, to the clerk of the District Court of the

United States for the district wherein the controversy arose or the arbitration is entered into, to be filed in said clerk's office as provided in paragraph eleven of section four of this act. And said board shall also furnish a certified copy of its award, and the papers and proceedings, including the testimony relating thereto, to the Board of Mediation and Conciliation, to be filed in its office.

The United States Commerce Court, the Interstate Commerce Commission, and the Bureau of Labor Statistics are hereby authorized to turn over to the Board of Mediation and Conciliation upon its request any papers and documents heretofore filed with them and bearing upon mediation or arbitration proceedings held under the provisions of the act approved June 1, 1898, providing for mediation and arbitration.

SEC. 8. That the award, being filed in the clerk's office of a District Court of the United States as hereinbefore provided, shall go into practical operation, and judgment shall be entered thereon accordingly at the expiration of ten days from such filing, unless within such ten days either party shall file exceptions thereto for matter of law apparent upon the record, in which case said award shall go into practical operation, and judgment be entered accordingly, when such exceptions shall have been finally disposed of either by said District Court or on appeal therefrom.

At the expiration of ten days from the decision of the District Court upon exceptions taken to said award as aforesaid judgment shall be entered in accordance with said decision, unless during said ten days either party shall appeal therefrom to the Circuit Court of Appeals. In such case only such portion of the record shall be transmitted to the Appellate Court as is necessary to the proper understanding and consideration of the questions of law presented by said exceptions and to be decided.

The determination of said Circuit Court of Appeals upon said questions shall be final, and, being certified by the clerk thereof to said District Court, judgment pursuant thereto shall thereupon be entered by said District Court.

If exceptions to an award are finally sustained, judgment shall be entered setting aside the award in whole or in part; but in such case the parties may agree upon a judgment to be entered disposing of the subject matter of the controversy, which judgment when entered shall have the same force and effect as judgment entered upon an award.

Nothing in this act contained shall be construed to require an employee to render personal service without his consent, and no injunction or other legal process shall be issued which shall compel the performance by any employee against his will of a contract for personal labor or service.

SEC. 9. That whenever receivers appointed by a Federal Court are in the possession and control of the business of employers covered by this act the employees of such employers shall have the right to be heard through their representatives in such court upon all questions affecting the terms and conditions of their employment; and no reduction of wages shall be made by such receivers without the authority of the court therefor, after notice to such employees, said notice to be given not less than 20 days before the hearing upon the receivers' petition or application, and to be posted upon all

customary bulletin boards along or upon the railway or in the customary places on the premises of other employers covered by this act.

SEC. 10. That each member of the board of arbitration created under the provisions of this act shall receive such compensation as may be fixed by the Board of Mediation and Conciliation, together with his traveling and other necessary expenses. The sum of \$25,000, or so much thereof as may be necessary, is hereby appropriated, to be immediately available and to continue available until the close of the fiscal year ending June 30, 1914, for the necessary and proper expenses incurred in connection with any arbitration or with the carrying on of the work of mediation and conciliation, including per diem, traveling, and other necessary expenses of members or employees of boards of arbitration and rent in the District of Columbia, furniture, office fixtures and supplies, books, salaries, traveling expenses, and other necessary expenses of members or employees of the Board of Mediation and Conciliation, to be approved by the chairman of said board and audited by the proper accounting officers of the Treasury.

SEC. 11. There shall be a Commissioner of Mediation and Conciliation, who shall be appointed by the President, by and with the advice and consent of the Senate, and whose salary shall be \$7,500 per annum, who shall hold his office for a term of seven years and until a successor qualifies, and who shall be removable by the President only for misconduct in office. The President shall also designate not more than two other officials of the Government who have been appointed by and with the advice and consent of the Senate, and the officials thus designated, together with the Commissioner of Mediation and Conciliation, shall constitute at board to be known as the United States Board of Mediation and Conciliation.

There shall also be an Assistant Commissioner of Mediation and Conciliation, who shall be appointed by the President, by and with the advice and consent of the Senate, and whose salary shall be \$5,000 per annum. In the absence of the Commissioner of Mediation and Conciliation, or when that office shall become vacant, the Assistant Commissioner shall exercise the functions and perform the duties of that office. Under the direction of the Commissioner of Mediation and Conciliation, the assistant commissioner shall assist in the work of mediation and conciliation and when acting alone in any case he shall have the right to take acknowledgments, receive agreements of arbitration, and cause the notices in writing to be served upon the arbitrators chosen by the respective parties to the controversy, as provided for in section five of this act.

The act of June 1, 1898, relating to the mediation and arbitration of controversies between railway companies and certain classes of their employees is hereby repealed: *Provided*, That any agreement of arbitration which, at the time of the passage of this act, shall have been executed in accordance with the provisions of said act of June 1, 1898, shall be governed by the provisions of said act of June 1, 1898, and the proceedings thereunder shall be conducted in accordance with the provisions of said act.

Approved, July 15, 1913.

Correspondence

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion. No anonymous letters will be published under any circumstances.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision or rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

December.

December rolls around again with more than mortal speed,

'Tis with us now, and many hearts in cruel anguish bleed;

The chill of desolation sweeps across the sky of life,

And each succeeding day we feel less mettle for the strife;

In early youth and manhood's prime we chased the gleesome hours.

Fresh pleasures sang a roundelay amid the bloom of flowers;

But now, just like the closing year, the cold of coming doom

Proclaims the end will soon point out the weary toiler's tomb.

How many mounds have risen o'er the level of the plain

Since last we had December here, its snows, its sleet and rain!

How many hearts have ceased to beat, that throbbed with joyous hope

One year ago, but now are still beneath some grassy slope!

A single year! one little space of ever-fleeting time!

And yet how fruitful of decay—just like my simple rhyme—

The yesterdays are now no more, tomorrow—well, who cares?

We all must die and make a trip right up the golden stairs.

I've known full many a choice gossamer, with glorious gifts of gab,

Who taught me in the days gone by to sing while in the cab;

They took this life just as it came, and didn't care a pin

How things were working on the rail, they'd meet them with a grin;

They always had a pleasant laugh, though loaded down with cars;

They'd sit and smoke and watch the sparks co-quetting with the stars!

They always got there just the same as fellows who would sweat.

Until they'd melt their lives away, and pay old nature's debt.

Don't make a widow of your wife, for if she's only fair.

Her tears she'll not permit them long, to soil the weeds she'll wear.

She's up to all the witcheries an artful lady knows.

To catch another victim, and to make the chap propose;

Then while you slowly moulder six feet beneath the clay,

Herself and your successor chase the gleesome hours away.

Perhaps the big insurance, too, that some kind fellow leaves,

May help to keep the darling safe from having cause to grieve.

But now, old fading year, farewell! you're drawing near your end;

I cannot say you were my foe, nor yet my faithful friend;

I had my pleasures and my pains—the former were but few—

I do not feel I owe a debt of much account to you.

I'm not accused of killing time too long upon my knees.

December is too cold to pray, there's penance in the breeze.

But now I fervently beseech the God of truth and love

To give us all, at close of life, immortal joys above.

SHANDY MAGUIRE.

Our Present and Future.

NEW ORLEANS, LA., Oct. 25, 1913.

EDITOR JOURNAL: With this edition of our JOURNAL 1913 passes into history, and nothing save the fruit of labors, past deeds and memories are left to remind us of days gone by.

How many of us can look back over the past 12 months and say with truth and contentment, "I have fought a good fight; have lived up to the Golden Rule; have nothing to regret, and would not, if I could, retrace a single step."

If the answer were left to the writer he would say the number is very, very few who would answer in the affirmative.

For nearly a quarter of a century I have been a member of the Brotherhood, and a large portion of that time have worked very assiduously in its welfare, and for its advancement, and while I have no regrets that this has been the case, I can frankly say that during this time not a single year has passed that did not bring with its closing, sad, serious reflections of many misspent days and idle hours, and it reminds me of the following lines touching upon our failures:

"Nothing but leaves! Sad memory weaves
No veil to hide the past;
And as we trace our weary way,
And count each lost and misspent day,
We sadly find at last,
Nothing but leaves!"

How fittingly apply those lines to many who may well ask, "What have I done during the past 12 months for the advancement of our noble organization, for its moral and intellectual upbuilding, for the protection of its members and their dependents?"

Have you lived up to the laws of your solemn obligation and the teachings of the Golden Rule, or have you been slothful in duty, shirking your responsibility or traducing the good name of your fellow Brothers?

Every member can judge for himself as to the position he occupies regarding these questions, and can answer according to the dictates of his own conscience; but, from association and affiliation, hearing, reading, seeing and serving, am thankful the task of answering is left to each individual.

Serving as a general chairman possibly affords one a better opportunity to see and know humanity as a whole and members as individuals than is accorded one of the rank and file, and without going into the unpleasant relations of serving in this capacity will pass this by only saying a chairman is the football and buffer between the Brothers and the company, the "goat" for both, and truly, his lot is anything but one of pleasure.

When we look back to days of early childhood we recall how anxiously we looked forward to Christmas and many months ahead of time we counted the weeks, then days, and spoke of what was to take place and calculated on the minute details of that day, and everything was arranged and ready for its celebration with gayety and frolic. Little thought was given of time passing; the future had no place in our minds. But all things change, and after a few years we begin to give the passing of each year more and more consideration, and as we reach each milestone of life's journey we become more serious and thoughtful, and 'tis then we begin to reflect and look back upon the years of life. Our only recompense is to profit by the past and care for the future.

"The mill will never grind again
With the water that is past."

Then, my Brothers, if you desire to make a change in your ways of living, to eliminate some of your past shortcomings, to be a better man, to make an effort to upbuild the Brotherhood, to protect its welfare and defend its members, to carry out its laws, respect its fundamental principles, to accept the teachings of the Golden Rule, there is no more fitting time than now to do so. Let the past die with the old year, make a firm resolution to be a better man, get on the "turntable" of repentance, head yourself away from your evil companions and act in keeping with your solemn obligations and begin life's journey anew with the birth of the new year, and profit by the experiences of the past. We can recall what has transpired, but what the future holds no one can tell. Since "Coming events cast their shadows before" the new year will confront us with trying conditions, conditions that will require our united actions, a firm and determined stand and a harmonious feeling in our ranks.

I honestly believe, my Brothers, that 1914 will mark an epoch in the history of the Brotherhood and other labor organizations. The time is coming, and is near at hand, when you will be put to the test, "when the sheep will be separated from the goats, and the chaff from the wheat," when the crucial test of the strength of organized labor will be forced upon you. Are you prepared to meet such a situation?

Coming events are what interests us now, and what is in store should merit our untiring and united efforts, that we may cope with the situation.

Let us hope 1914 holds many good things in store, and our Brotherhood may be liberally remembered.

Fraternally yours,
F. E. WOOD, Div. 755.

Switching Service.

DETROIT, MICH., Oct. 27, 1913.

EDITOR JOURNAL: Thanking you for the space in our JOURNAL I desire to refer to the communication printed quite recently bearing on the eight-hour shift on switch engines in switching service,

and after reading same over carefully and summing up the opinions of members from various Divisions, I have come to the conclusion that the promoters of this movement have failed to give this question a second and due consideration before expressing their views and opinions on the facts bearing on this important movement, by advocating an eight-hour shift on switch engines, and therefore my conclusions regarding the movement referred to are not very substantial for more than one reason. I have several times attempted to vent my views on this subject through the medium of our JOURNAL on the facts of advocating an eight-hour shift in switching service, as this movement does not by any means meet with my approval. After waiting a reasonable length of time to hear from some of our members on the opposite of this question, I have so far seen nothing that would lead me to believe that there is any opposition to the movement now in question, therefore I thought I would venture a few lines myself in the matter of obtaining an eight-hour shift in switching service, likewise time and one-half for all overtime work as recommended by Brother Thomas, of Division 540. This may sound good to Brother Thomas and likewise to members who are in favor, but not to me! And it is quite evident that this recommendation was inserted as a safeguard against the company asking the engineers to work overtime on switch engines, as we all know that time and one-half will never be allowed in switching service or in any other service in our department. This rule may be applied to roundhouse mechanics and auxiliary crews in cases of emergency where the company is unable to dispense with their services at times as the employees in this class of service are very often called to work an unlimited number of hours without rest, and the fact of asking for rest or relief is out of the question.

In this case the company should be compelled to pay time and one-half after a limited number of hours on duty. But in the case of engineers it is different. The company will always make an effort to find a substitute before allowing over-

time at the rate of time and one-half. Being in switching service myself I am in a position to point out to all those interested in the eight-hour movement in switching service that the same would be unsatisfactory to the majority of engineers owing to the reduction of pay. And, furthermore, this movement would not afford any protection to our young engineers. I have compared our present rate of pay and the eight-hour movement would simply reduce our pay to a trifle over \$80 a month, which I consider is firemen's pay, and less than on some roads. For example, on the Pennsylvania Lines, firemen's pay is 31 cents per hour in switching service and also construction rate. You will see by this that the eight-hour shift would prove unsatisfactory to the engineers in switching service, and would by no means meet with their approval, and I am surprised that this question has not been taken up by some of our members who are opposed to this movement of cutting down the hours in switching service and until such time as our rate of pay is made equivalent to eight hours, the same as for twelve. I will never be in favor of a reduction in hours. Obtain the money first and demand a reduction of hours after or both together. This also will be a protection for our young engineers, which will enable them to make a provision for their future years, and I am certain if you give them the desired protection you will certainly secure their membership in the B. of L. E.; otherwise, if you compel them to carry the title of an engineer and work for firemen's pay, they will certainly remain as they are—believe me. It has cost the members of this Brotherhood thousands of dollars to obtain our present schedule, which is, I consider, equivalent to schedules on other roads in the United States; and I fail to see why a few old veteran engineers who are on the verge of harboring themselves on the retired list and live on the pension granted them by the company, in addition to what they have economized in years gone by, would permit themselves to disturb a whole community of engineers by advocating a reduction of hours in switching service which means a reduction of pay,

and in view of this I fail to see where our young engineers would obtain any protection financially, to support their families and cope with the present high cost of living.

In addition to the foregoing I desire to mention for all those interested in the movement that we have at this station, Detroit, three engineers assigned to transfer passenger service between Milwaukee Junction and Detroit city, which is of more importance than switching service, and each one of these engineers in his turn has to be on duty the full extent of the law—16 hours two days every week, and 12 hours on other shifts—and while in conversation with these men they inform me that the 12-hour shift is just right, and likewise the 16-hour law. Each one of these engineers has two afternoons off every week, and also every third Sunday. You will see by this that there is ample time for recreation, rest and study, and visit their friends if they so desire. In my case I am 12 hours on duty every shift, and every other Sunday off, and I am never called upon to work overtime, which makes the job just right financially and otherwise. When I require a day off, which is not very often, our locomotive foreman takes an engineer off the slow-board, and in the event of no engineer being available off the slow-board, he will use a fireman of three years' previous experience, he, of course, being the judge. This has been done with good results, and could be practiced in other places as well as Detroit, and help out the old engineers in switching service who find the "Johnson bar a little heavy on the 12-hour shift." Being a constant reader of our JOURNAL, I noted carefully the letters written from time to time by various members on the subject of a reduction of hours in switching service. I read an article in the August issue written by Brother Siers, of Div. 360, where he also recommends an eight-hour shift and double time for Sundays in switching service. In obtaining this I presume the ungodly men would be given an opportunity to attend church services and reform in Brother Siers' opinion, as the company would discontinue Sun-

day work before allowing double time.

This would give the now ungodly man an opportunity to stay at home on Sundays, go to church and become a worthy parent. I wish to correct Brother Siers on this point and inform him that past experience has proven to me that it is not the man that goes to church every Sunday and sits in the first pew of the house of God that makes the best father or parent—not by any means. And I desire to say to Brother Siers that many good men omit attending church services for the good reason that it is the most expensive article to buy at this stage of life, and should not be intermingled with railroad matters. And if Brother Siers is in favor of a reduction of hours on duty in switching service he should confine himself to this and no other, and in so doing may arrive at some issue, and my advice to Brother Siers and others, who are advocating a reduction of hours, is to leave well enough alone, and by reconsidering this matter they will certainly arrive at the decision that our present monthly income is none too much to pay our dues and assessments, maintain our families, and keep them in a creditable condition to appear before the public.

Fraternally yours,
JOE HEBERT, Div. 812.

The Engineer.

Dedicated to my esteemed cousin, James Miner,
Div. 167.

Have you seen the trains in the quiet night,
As they're carried along by the engine's might?
With their "chug, chug, chug, and toot, toot toot."
That sound more weird than the owl's wild "hoot."

They heed no storm, nor darkness great,
As they madly rush with their human freight.
Through fields and woods, o'er bridges strong,
And into towns with their slumbering throng.

Should you hear the train in the quiet night,
As it's carried along by the engine's might,
Oh, think of him!—at the throttle he stands—
And pray that God will strengthen his hand,
And bring the train to its final goal,
Without the loss of a single soul.

JANE ELLIOTT SNOW.

A Suggestion for Retired Engineers.

SASKATOON, SASK., NOV. 4, 1913,

EDITOR JOURNAL: Having read a great deal lately about our old Brothers, and as I am getting up in that class myself,

having been a member since 1883, it must be a terrible feeling for a man when he is told he is too old for the work he has been doing all his life, and notwithstanding he is 60 or 65 years of age, he may only feel like 40; still, he has no choice in the matter and with nothing much to employ his mind he will in time feel that he has no particular object in life and he will begin to fear that he is too old to do much good, and of course his temper will not improve and he may not be nearly so pleasant as he was when his mind was taken up with his work, even if he is well provided for for this rainy day.

I have lived in the Canadian Northwest for about nine years where no one thinks about being old and am busy in this new country. I have been thinking if some of our Brothers would take up a homestead, 160 acres, it would give them something to do where there is no age limit. They would be required to live on it for six months each year and build a shack and cultivate a percentage; then they become owners at the end of three years. It seems so easy that few people living in crowded cities realize it.

We have many people from the old country who had no previous experience as farmers live here for six months or more each year, then return to the old country for the winter after harvesting their crop. Many of them have been doing this for a number of years. Of course, they are not farmers and never will be. I know a case where a man who is a son of an old country clergyman and his mother was very careful in teaching him housework and when he was married his wife did not care for housework, so they traded jobs. His wife has run the farm and they beat it for the old country just as soon as the cheap Christmas rates start. They have done this for quite a while.

Now, a man with sufficient intelligence to be an engineer could not help but make a success as a farmer, and if he is fond of shooting he had better time his stay on the farm during the open season and have a time with the ducks and prairie chickens.

I am not in the colonizing business and have never attempted to write for the

JOURNAL before, but know of an old couple who come up on the homestead each summer and seem to enjoy it, and go back East feeling much improved in health and having a much brighter view of life each year. Fraternally yours,

J. SCOTT.

Invest Your Savings.

ANTIGONISH, N. S., CAN., NOV. 14, 1913.

EDITOR JOURNAL: As you intimated in the October JOURNAL that you would like to see the correspondence from the Brothers of a more diversified nature, I take the liberty of writing you on a subject which is of interest to so many of us—the investment of money saved. How often do we see the case of some poor fellow putting the savings of years in some doubtful speculation, only to lose in the end.

Now, I began ten years ago to invest my spare cash, from time to time as I was able, and, though I have not always been successful, on the whole I have won, and won out well.

I would like to give the Brother who has some money to invest the benefit of my experience, and I say this to you: First, do not listen to the oily-tongued promoter who asks you to invest in any new enterprise. No! Stop and think, and if you think as I do, you will reason it out this way and say to him in effect, if not in words:

"My good man, you speak well and promise great things. There are lots of rich men around. Why don't you go to them and not bother with small fry like me?"

Oh, they make the outlook so rosy. The one thing they do not tell you is the handsome commission they get—five, or perhaps nearly ten per cent for emptying your pockets of your hard earned dough. Of course, there might be chances where you might win, but in general—well, remember the proverb, "Fools rush in where angels fear to tread."

"Well," say you, "I have around \$2,000 saved up. What will I do with it?"

In answer I say invest in good, well-seasoned, dividend paying stocks, and do not take more than five shares of each.

If you look for great gain from a small amount you must, by the common law of business, take great risk, and you cannot afford it, I tell you.

Never buy stocks on margin, for if you do and keep at it the market is almost sure to get you in the long run, and you may lose all.

Perhaps you have heard it said that such and such a stock is the best on earth. Don't you believe it. If that were so, why do not rich men of experience buy it all in? No, do not put all your eggs in one basket. Carnegie said that, and remember he could swing the basket any way he wanted to, and you can't.

Now, I have no axe to grind in writing this and, to come down to earth, I would say there are lots of good stocks to choose from and among them the following should be a good selection among many others: Buy five shares Brooklyn Rapid Transit, five U. S. Steel Common, five Union Pacific, and five Mackay Common (Commercial Cable). These would cost less than \$2,000 and give you an income of \$130.00 a year, with good chances of selling them at much higher figures, for stocks are low now.

I mention these stocks as good for investment, for of course there are any amount of other good stocks to choose from, but be sure of buying ones that have stood the test of time in their ability to pay dividends and look for investments among them that can show good increases in their earnings. At any rate, buy them out, put them away in a safe place and do not fret if they should go down. You will get your dividends just the same. Unless something entirely unforeseen happens they will sell far higher than present prices, and unless you have to sell during a period of depression your chances are good. But if you want money at any time you can "pick your company" and sell what suits you best and let the others lie, on the principle that "every dog will have his day."

Now, Brothers, take my advice and get the opinion of any good, reliable man in your locality. If you do not want to trust the brokers any good bank will, for a small commission, take your money and

get your stocks for you C. O. D. And, above all, try and buy when they are very low. That is the main thing to look out for.

Once again I caution you. Listen to no promoters or canvassers. Never buy on margin, and never depend on any one stock.

To Brothers in early or middle life who save I say keep at it, as I have advised, and the chances are you will have gained a good income when you will have handed her over to the hostler for the last time.

Fraternally,

JAS. L. MUNN.

A Theoretic Example.

Fifty thousand B. R. T. members, 50,000 B. L. F. members, 50,000 O. R. C. members, 50,000 B. L. E. members, total, 200,000; pay \$1 each per month for 12 months are \$2,400,000; \$2,400,000 with interest at 2 per cent compound for five years is \$2,883,400, and \$9,600,400, total, \$12,483,400; expense of caring for the fund by four members, \$50,000; leaving on hand at the end of five years a total of \$12,433,400.

This fund to be applied to buying the controlling interest of some railroad, and policy of this road changed so as to employ only members of these Brotherhoods that were barred from service on other roads, but still judged good men (by a board of examiners of these Orders).

The net earnings of this investment to be applied equally between the Orders, and for the different Orders to dispose of their part equally between a pension fund for aged and decrepit members of that Order and dividends to the original or holding members of the 50,000.

Every year after the first year collection would start another fund just like it, only have the two entirely separate and distinct, but provided that no new fund was to be started until the previous fund had secured its full membership; also, that two funds that had become weakened could be consolidated to fill up to full membership for one fund, and the leftover accumulations returned to the last members of the fund so disorganized, and with all interest accrued less amount

allowed for the care of their (pro rata of) defunct fund.

The membership of any fund not to be allowed to own more than 50 shares each in any fund of this series.

These funds to be collected by the Grand Lodges of each of the Orders named, and annually deliver to the Board of Trustees of that particular fund (who will be elected by the Grand Lodge, and consist of four members), who will be required to make bond. These members of the Board of Trustees of this fund will elect their own president and minor officers, and from their own board members; provided, however, that no order be drawn on these funds, for any purpose, without the signature of every living member of this Board of Trustees.

In the event of the death of any member, another member of that Order will be appointed by the Grand Officer of that lodge to act until another is elected by his Grand Lodge.

The purpose of these funds is plainly and purposely intended for the membership of these Orders only, and not transferable except on examination and approval of the trustees of said fund.

All correspondence between members of these funds and the trustees of any fund shall be through the office of their Grand Lodge and to the office designated by the Grand Officer of that Order.

The Grand Lodges of the various Orders are empowered and expected to audit, examine and keep in close knowledge of all transactions of these Boards of Trustees; any member of the board that becomes delinquent as a member of his Order automatically vacates his office on the board.

The members of any Board of Trustees are expected to invest this fund in a railroad property and elect themselves officers on the Board of Directors of that road, and hold controlling interest of the management and policy of operation and give their whole time to this work.

They shall be required to make full and complete reports of all operations semi-annually, and a copy given to each Order (Grand Officer and editor of magazines) who will give the membership at large the information (that which

would not be detrimental to public policy) received.

Big sums of money sound very silly to the ordinary man who works for wages, but Brother, you who grin at this are the very man whom I wish to get to read and study this proposition. The time is at hand when the Brotherhoods will have to use some other means than strikes to win their rights to a fair living and settle disputes between capital and labor.

Five years would cost one man \$60.00 to enter one fund paid up.

Paying into three funds would be only \$36.00 for one year. But 200,000 men doing that every year for 15 years? What would be the result? Study it yourself. In union is strength—that is why we have organized our hands and feet; let us organize our brains and money.

Don't you know that these Orders can put up as smart and shrewd railway managers and operators as can be found in the word, don't you realize that the real railroad man is the one who sees the work done daily, does it himself, who sees thousands of dollars wasted every week by the ignorance of his superior officers, and he cannot say a word without fear of being discharged (might get a bigger job if allowed to butt in). Yes, I say that these Orders can buy, operate and pay the best wages of all roads, employ men that other roads declare are junk, yet pay a bigger per cent dividend. Why? Because we know how. Now some fellow yells out that we know not how to keep books. Who keeps our books, accounts, acts as treasurer of big insurance companies, and never been impeached yet? Why of course it was our Brothers, not just one, but all down the line.

Why do we see so many new insurance companies begging you to join and pay them one dollar a month for \$1,000 insurance. Why? Because these dollars amount to millions every year.

I am a Brotherhood engineer, and running an engine still, and am only 40 years old, but have become nutty over thinking about the opportunity these great bodies of men are passing by.

If that proposition were adopted and

carried on for 25 years, your unborn children and grandchildren would be pointed out the best fixed people in the city—they own stock in the best managed roads in the state—their fathers had sense enough to buy it for them.

It would not take much to get the men interested, but it takes quite a lot of trouble to get an editor to feel enough interest to dare the censure of publication of an article like this.

You who read this will no doubt see where improvements can be made, and I hope you will, and that many will read and see that it is not all a dream.

G. S. BAILEY, Div. 139.

It is not so much the interest in Brother Bailey's subject as the dare to publish that induces us, to give his letter space. We would suggest that he mix a little of the practical with his theoretical, and remember that he cannot oblige anyone to pay any amount, and that a trial would demonstrate that very few would. EDITOR.

Brother Armstrong Retired.

RENSSELAER, N. Y., Oct. 18, 1913.

EDITOR JOURNAL: Bro. James C. Armstrong, member of Div. 59, Rensselaer, N. Y., who served as engineer and fireman on the Boston & Albany Railroad since 1863, has been retired with a pension.

Brother Armstrong began as fireman on the B. & A. in 1863; was promoted to engineer in 1864, and joined Div. 59 in April, 1868, which he represented at the conventions held in Chicago in 1887 and Richmond in 1888. He was made an honorary member and presented with a badge on June 1, 1913.

Brother Armstrong was always an active member, doing something to promote the welfare of the B. of L. E. all the time. He is a reliable and trustworthy man of good, sound judgment and never met with any accident, a record of 50 years to be proud of. He has always been a busy man in social and political affairs at Hudson, N. Y. He joined the Fire Department when a young man, the Eagle Hand Engine Co. No. 2, which later changed to H. W.

Rodgers Hose Co. No. 2. He was an assistant to Chief Engineer Ed Blake in 1871 and 1872, and in 1873 and 1874 was elected Chief Engineer. He was a member of the Fire Commission under Mayor Macy and Mayor Hollenbeck.

He was elected Alderman in 1884 and served two years, and in 1909 and 1911 was elected Mayor and served in that office with the greatest success. He was also Past High Priest of Hudson Chapter, R. A. M., and Past Commander of La Fayette Commandery No. 10, K. T.

Brother Armstrong is a wonderfully well preserved man and has the best wishes of all of the citizens of Hudson and the members of Div. 59.

Yours fraternally,
D. F. TEELING, S.-T. Div. 59.

Don't Give Up the Ship.

DANVILLE, ILL., Nov. 10, 1913.

EDITOR JOURNAL: Everybody being busy nowadays I thought a line or two in the JOURNAL would not come amiss. Business is fairly good on the C. & E. I., but expect it to be better as the cold weather closes in. The Brothers, besides working, are looking forward for the time to renew the schedule and working conditions. There are plenty of things to be adjusted for the betterment of the Brothers, and I will say this—when you come up for the final adjustment stay with your Grand Officers and local officials of the Order and “don't give up the ship.” With the success obtained in the East on the New Haven and other roads there is no reason why the same cannot be done here. Follow your leader; stand by him through thick and thin, and you will win out. Fraternally yours,

C. PATTERSON, S.-T. Div. 100.

Retired from Service, D., L. & W.

GLADSTONE, N. J., Nov. 10, 1913.

EDITOR JOURNAL: Having been retired from the service and honored by my Division, 171, since 1909, I thought I would give you a few thoughts on my experience and brotherly treatment. I entered the service of the Morris & Essex Railroad as a wood passer in 1868, and

served in that capacity six months and was then promoted to fireman. In the year 1872 I was promoted to engineer, and ran a construction train about five years and was then placed on the extra list.

In 1881 I was given a passenger train known as the Bernardville Express. I ran the same train 28 consecutive years and was then retired on a pension in 1909.

In my railroad service there never was a passenger killed on my train, but I was in several wrecks, one caused by a broken tender axle. The train was running about 45 miles per hour but no one was hurt. At another time the rails spread and the train of five cars toppled over in a ditch, but the engine and tender kept the track and no one was killed.

I ran the engine on the first Sunday train scheduled on the time-card out of Hoboken that carried passengers by the way of Morristown; also, was the first engineer who ran a time-table train out of Gladstone and, strange to say, the first Sunday train out of Gladstone to carry passengers.

I was always treated well by the old management and wish to thank the officials of the D., L. & W. When I received my pension they took me by the hand and made this remark:

"Well, Henry, your record is good. Enjoy yourself the rest of your life," which I am trying to do.

I like to go down to Hoboken once in a while and look the boys over, but they are passing away one at a time, and then I look into the faces of the young men and say to them, "Boys, you have got all the cream. Save your money, for when you get old you will need it."

I have traveled around some the last three years, but to me there is no road like the Lackawanna, and the new officials have done the right thing for their old employees. They give me a trip pass whenever I ask for it, but I miss my annual that I carried so many years.

I joined the B. of L. E., Div. 171, in 1873, at the same time the life insurance. I have paid all the assessments and wish to be a member as long as I live.

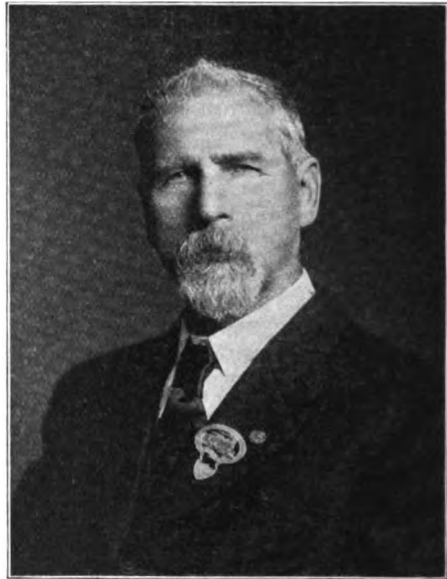
WM. H. DALRYMPLE.

Bro. Fred Emerick, Div. 276.

SCRANTON, PA., Oct. 12, 1913.

EDITOR JOURNAL: Bro. Fred Emerick, of Div. 276, Scranton, Pa., was especially honored at the regular meeting of Div. 276 on October 12, 1913. Brother Emerick, having been a member of the B. of L. E. for 40 years, was elected to honorary membership in the G. I. D. and the badge of this membership was presented to him at this meeting by Bro. John R. Troch.

Brother Emerick prizes the badge



BRO. FRED EMERICK, DIV. 276.

very highly, and as he says "would never miss a meeting of the Division, only cannot hear what is being said. Can only look in the Brothers' faces."

Div. 276 is very proud of Brother Emerick's record in the B. of L. E. and hopes he will long be spared to us.

The Brother of this sketch began his railroad service on the Delaware, Lackawanna & Western R. R. as water boy in 1853. In 1854 he began braking at \$1 per day, and became a fireman in 1859. He was promoted to an engineer in 1870, with a salary of \$35 per month.

Owing to a wreck he left the D., L. & W. and went to the Lehigh and Susquehanna division of the Jersey Central Railroad; from there to the Lehigh Val-

ley in 1873, which road tried to force him to leave the B. of L. E. but did not succeed, and he became a member of Div. 41, Elmira, N. Y.

From the Lehigh Valley Railroad Brother Emerick went to work on the Albany and Susquehanna division of the D. & H., where he remained until he retired in 1900.

He has belonged to the following Divisions: 122, 119, 41, 58, 311 and 276, and is now 78 years of age and a well preserved man, as his picture shows.

SEC.-TREAS., Div. 276.

Bro. Edward West, Div. 259.

EASTON, PA., Oct. 15, 1913.

EDITOR JOURNAL: Mr. Ray Stannard Baker, in an article on Col. Goethals in the *American Magazine* for October, 1913, remarks that the men who gave themselves up in the prosecution of great enterprises, such as the Panama Canal, are just as truly heroes as those who fell before Gettysburg.

It is but carrying this thought on a step farther to apply it to all men who give their lives up in service of all kinds to humanity. However this may be, the Brother whose brief biography I am attempting has served both in war and in times of peace and has always done his duty as he saw it.

Bro. Edward West was born in the then little town of Easton, Pa., on December 23, 1844. His early years were much like the early years of all other young men of his time. He was still a very young man when President Lincoln sent out his call for volunteers in 1861. Brother West was one of the first to answer. He became a member of Company F, 48th Pennsylvania Regulars. It was the Schuylkill Co. Regulars, although Brother West himself was from Northampton.

He served four consecutive years. He was with Burnside and with Grant in Virginia, and it was his regiment that undermined the Confederates in front of Petersburg.

When the war was over Brother West came back to Easton and a few days later entered the service of the Lehigh

& Mahanoy Railroad, at that time a very small road which ran from Easton to Black Creek.

In 1868 he resigned his position and entered the employ of the Lehigh Valley Railroad at Easton. He has been in its constant service from that day to this, a period of 45 years.

He has run a locomotive since May 5, 1870. In all this time he has never injured a man through any carelessness of his own.

He has been a member of the B. of L. E. since 1893 and has served as Chief of



BRO. EDWARD WEST, DIV. 259.

his Division for three terms. In 1896 he represented them at Ottawa.

Although Brother West counts his years as 68, he is still hale and hearty and more active than many younger men. He takes an interest in everything of moment. He is still a member of the Franklin Fire Company, in which organization he has served for many years.

The writer of this has a special interest in Brother West in that he was the first man for whom he fired some 30 years ago, and he often talks with him of the old times when the two took trains over the Lehigh Valley.

Fraternally yours,
DIVISION 259.

Bro. Henry Hukill, Div. 293.

PITTSBURGH, PA., Oct. 24, 1913.

EDITOR JOURNAL: Bro Henry Hukill, of Div. 293, was the recipient of the honorary badge for 40 years of membership in the Order last month, and the members of the Division would like to see this recognized in the JOURNAL in response to your request.

Brother Hukill started to work as brakeman on the Cleveland & Pittsburgh Railroad between Pittsburgh and Bellaire, O., in June, 1863, and served that



BRO. HENRY HUKILL, DIV. 293.

company 20 months. He then secured a place as fireman on the Pittsburgh, Ft. Wayne & Chicago Railroad in February, 1865; served as fireman four years and two months; was promoted to engineer April 10, 1869. He joined Div. 17 in 1870, and later joined Div. 293, where he still holds membership. He has been a member of the B. of L. E. for 43 years, attended meetings as regularly as his runs would permit, and always recognized its value to him.

He is very proud of his badge on honor in the G. I. D., and thanks the members of Div. 293 and the Grand Officers for it.

During his service as an engineer he had the honor of taking the train bearing President McKinley to his inaugura-

tion between Canton, O., and Pittsburgh, and taking his funeral train from Pitcairn, Pa., to Canton, O.

While he was brakeman on the Cleveland & Pittsburgh Railroad he had the honor of braking on the train that conveyed the soldiers from Wellsville, O., to Bellaire, O., that captured Morgan while he was making his raid through Ohio near New Lisbon, O., in the fall of 1863.

Brother Hukill ran a freight engine 18 years, and passenger engine 23 years, when he received an injury three years ago which caused him to give up running an engine, and one year later he went on the retired list.

He has always been ready to help a needy Brother that happened along, and at the same time he had laid up a few dollars for old age.

He and his wife, who has been just as good a member of the G. I. A. Div., 20, as her husband has been of the B. of L. E., spent three months on the east coast of Florida last winter where they celebrated their 40th anniversary.

The members of Divs. 293 and 20 join in wishing Brother Hukill and his wife many more years of life in which to enjoy their well merited rest.

G. R. FLETCHER, S.-T. Div. 293.

Bro. B. S. Gillette, Div. 812.

DETROIT, MICH., Oct. 13, 1913.

EDITOR JOURNAL: At a recent meeting of Div. 812, Detroit, Mich., Bro. B. S. Gillette was presented with an honorary badge, an emblem of 40 years of good and faithful service in this Brotherhood.

Brother Gillette should have received this honor at the same time as Bro. John L. Dingwall, but on account of the distance Brother Gillette lives from Detroit it was postponed to suit his convenience.

Brother Gillette is very proud of the honor and responded in quite a lengthy talk on his early experience as a fireman and engineer. He began his railroad career as a brakeman on the P., F. W. & C. From that went as a machinist and hostler on the Atlantic & Great Western. From there he went to the L. S. & M. S. as fireman and was promoted on this road in 1870, and joined

Div. 4 May 5, 1872. He has since been employed as engineer on the C. S. R. and when that road was taken over by the M. C. R. R. he continued in the employ of the M. C. R. R., after which he traveled for the American Brake Company for two years, then going back on an engine again on the T. S. & M. Ry., now a part of the G. T. Railway system, where he is still employed as engineer on a passenger run between Muskegon and Owosso, Mich.

Brother Gillette enjoys fine health and is hale and hearty. He never misses an opportunity to be present at all conventions and union meetings and is never better satisfied than when he can talk with some other veteran of the by-gone days on the rail. His address is 162 Houston avenue, Muskegon, Mich., and I know he would be pleased to hear from some of his old comrades.

T. J., Div. 812.

Bro. F. L. Bliss, Div. 200.

SAVANNA, ILL., NOV. 1, 1913.

EDITOR JOURNAL: Inclosed please find photograph of Bro. F. L. Bliss, member of Div. 200, an engineer 49 years—40 years in passenger service and 48 years a member of the B. of L. E.

At my request he wrote the following letter relative to his experience, which I hope you may have space and inclination to publish: SEC.-TREAS. DIV. 200.

ROCK ISLAND, ILL., Oct. 27, 1913.

Mr. H. L. Stevens, S.-T. Div. 200.

DEAR SIR AND BROTHER: Upon your request I send you the following note of my railroad record, also a photograph:

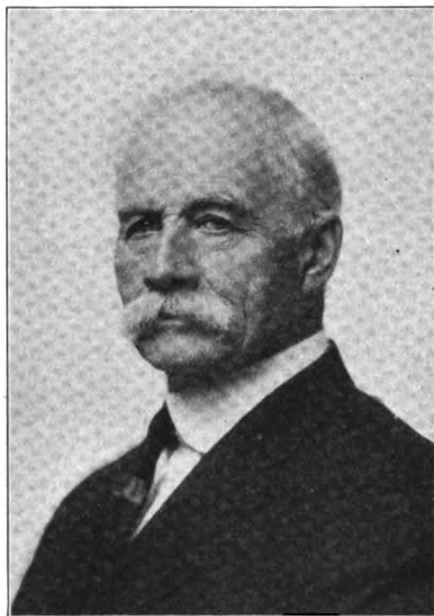
I was born June 26, 1841, in Orange county, Chelsea, Vermont, and resided there until I was 20 years old, and from there located at Racine, Wis., in September, 1861.

I at once made application for a position as fireman to Mr. Jones Patrick, who was then master mechanic of the Racine & Mississippi, now known as the Chicago, Milwaukee & St. Paul Railroad. He promised me work as soon as navigation opened on the lakes.

The following spring, April, 1862, he sent me to Freeport, where I had my

first experience in railroading, firing a switch engine at \$30 per month for engineer Clifton Nichols, who then received \$50 per month.

I was promoted to engineer November 1, 1864, on freight between Racine and Freeport, now known as the Racine, Southwestern division of the Chicago, Milwaukee & St. Paul, and have been in passenger service for over 40 years. At the present time am holding a passenger run on the Chicago, Council Bluffs division in Illinois between Dubuque and



BRO. F. L. BLISS, DIV. 200.

Davenport, Ia., and have been identified continuously with the same company for over 50 years.

I was made a member of Div. 27, B. of L. E., at Racine, Wis., in 1865, and at present am a member of Div. 200, Savanna, Ill. Have been a member in good standing continuously since first joining.

FRANK L. BLISS.

Bro. Joseph Le Compte, Div. 378.

SPRINGFIELD, MO., Oct. 17, 1913.

EDITOR JOURNAL: I am inclosing you a brief history of the life of Bro. Joseph Le Compte of Div. 378, which I ask you to kindly publish in the JOURNAL, also

his photo, which I mail under separate cover.

Brother Le Compte was placed on the G. I. D. list last March, and was retired on the pension roll of the Frisco Railroad last August, and I feel with the 50 years of membership to his credit he is entitled to this favor.

A. D. WOODRUFF, S.-T. Div. 378.

WILLOW SPRINGS, MO., Aug. 30, 1913.

EDITOR JOURNAL: I have spent 50 years in active railroad life, and 29 of those years as engineer on the Frisco Railroad.

I was born on a farm in Macon county, Mo., Jan. 29, 1847. Began work as a section hand at the age of 16 on the old North Missouri Railroad, now a part of the Wabash Railroad, at Macon City, Mo. Remained at this work two years, then a job of braking showed up, so I worked at that for one year, between Macon City and St. Louis. At the expiration of the year I went firing between Macon City and St. Charles on the same road, and was advanced to the position of switch engineer in 1870 in the Moberly, Mo., yards, which I held until 1873, at which time I was made a member of Div. 86 at Moberly. On March 1, 1873, I left Moberly for Little Rock, Ark., where I took a position as engineer on the Cairo & Fulton Railroad, now a part of the St. L. I. M. & S. R. R., running there for several years, and then returning to the Wabash out of Moberly, where I stayed several years. However, the spirit of the new West was burning bright and firing the blood and brain of the younger men, so I caught the fever and left with others to help make history among the Rockies, going to Colorado, and was given a position on the D. & R. G. R. R. at Alamosa. The company was then building a line from Austin to Durango, so I put in most of my time on this new line; and those were truly frontier days. Hemp rope practice was of frequent occurrence, and the cab lights were regular targets for the reckless gunners.

Later on I was offered a position as engineer on the Northern Pacific. My run on this road was between Sprig and Heron. This was in the fall of 1883, but I left in 1884 and returned to good old Missouri, and took a position on the K. C. F. S. & M. R. R., now a part of the Frisco R. R. I was assigned to a run out of Springfield, Mo., on Jan. 29, 1885, and have been with this company ever since, but the past 26 years of this time I have been on the Current River division, running between Willow Springs and Grandin.

I must say I regret very much to leave all those fellow associates, but as years roll by it is a duty we all will have to

perform. I have a warm feeling for them all, and wish to extend my heartfelt thanks to the officers and members of Div. 378 for all courtesies extended to me. I surely feel proud of all the boys and always will have a warm feeling for them, and am very proud of my honorary membership badge.

JOSEPH LE COMPTE, Div. 378.

The Belligerent Governor.

BY J. W. READING.

The editorials in the November JOURNAL on Seniority, Public Opinion, etc., are worth a careful perusal by every member of our Brotherhood. It not only applies to the B. of L. E., but the other Brotherhoods as well. The question of incompetency keeps bobbing up here and there, and with it the claim that the Brotherhoods would not stand for the discharge of one of their members when it was clearly proven that the offending employee was totally unfit for his vocation.

This information aroused the belligerency of Governor Foss when he found, as he claims, that the engineers and firemen were taking a strike vote to see if their Orders would stand or not stand for a fair and impartial test of their members' ability to hold their seniority rights.

This belligerent governor ought not to be expected to see the right in outside labor bodies while he was deaf to every honorable plea for justice that came from the labor which was creating his wealth.

With a long distance eye this governor commented in part as follows:

"A strike on the New Haven system means the stopping of the wheels of industry, loss of employment to *hundreds of thousands of laborers*, interference with the regular supply of food and fuel, and a consequent high death rate among invalids and infants. As governor of the commonwealth I am bound to take such action as I can to prevent such a public calamity."

The governor's action in the matter was nothing more nor less than a threat, and probably was sent with the possible expectation that the officers of the Brotherhoods addressed would fall over themselves in an effort to acknowledge an obedience to his will.

Further comment on Foss would be useless, only it is sufficient to say that others of his ilk have sprung up in American political life and with a manufactured halo encircling their "dome of thought" have sought to emancipate the people from the slavery that organized labor was supposed to be forcing upon them.

The careers of the officials of the Foss type have universally been more brief than brilliant.

The JOURNAL says:

"And, of course, when he is up for office again all members of organized labor will be in the field working—?"

Yes! They were there on Tuesday, November 4 last, and the results are known.

One of the candidates for governor of Massachusetts in the recent election was Charles Sumner Bird. He headed the Progressive ticket and the history of his dealings with his employees is diametrically opposite to that shown by Foss.

For ten years Mr. Bird has shown conclusively that his heart beats in sympathy with those of the toilers in his great industries. He was farsighted enough to keep abreast of the times; in fact, has kept well ahead of labor's needs. A decade ago he established three shifts a day of eight hours each, and gave his men the same pay for eight hours that others were giving for eleven and thirteen hours. For years he has been helping his workers to finance the building of their own homes. He has established a mutual benefit association, one dollar for every dollar his employees put in. He has also established an old age pension fund, and a minimum wage for men and women. He has forbidden child labor, and, after doing all of this, has made his business pay. All who know him believe in his sincerity and know he is honest in the gospel that he preaches.

What Mr. Bird has done voluntarily in his own plant to better the conditions of his workers he demanded that the State require other employers to do, whether they wanted to or not.

While Charles Sumner Bird was not elected governor, yet his vote was a large one, considering the number of candidates in the field.

In this matter of politics many in the ranks of labor stand in their own light. The hidebound belief in party standards should no longer prevail. The greatest good will come to the greatest number by placing in office the man who stands firmly and honestly for all the people, who demands and will exact justice whenever and wherever justice is due, who fights for a "square deal" between man and man.

Politics, strictly speaking, is a relic of the past. In fraternal bodies politics has been a forbidden issue. We are advancing and the old affiliations for party names is fast being relegated to the dim and dusty past.

The matter of discussing the merits of the men seeking public office is of grave concern.

Labor has been fed many a sugar-

coated pill and in awakening from its lethargy will not allow party ties to govern future actions.

When the employer of men stands for what is right between himself and his employees it should be the duty of those employees to fight any injustice forced upon that employer by legislation. It is a poor business policy to encourage the amputation of the hand that feeds us. We should not have the "gall" to demand what we are not willing to give in return.

Legislation has been and will continue to be needed to govern many of the country's industries, particularly those known as public utilities; but there is a limit, a line that cannot be safely crossed without inflicting a wrong, which at times assumes the proportions of a rank outrage. The railroad companies once upon a time needed some regulating and legislators in the regulating business became popular, and these days it seems about as natural for the new lawmaker to commence business by taking a kick at the railroad corporations as it does for the laborer to spit on his hands before moving a wheelbarrow full of dirt.

This line—this limit of right—is in evidence between committees of employees and employers of men. In demanding a right no man or body of men are any longer consistent when because of their power they force an injustice.

Railroad Men's Home.

HIGHLAND PARK, ILL., NOV. 1, 1918.

EDITOR JOURNAL: The following contributions were received at the Home during the month of October, 1918:

SUMMARY.

Grand Lodge, B. of R. T.	\$2306 85
Grand Division, B. of L. E.	2199 95
Grand Lodge B. of L. F. & E.	1165 82
Grand Division O. R. C.	327 66
B. of R. T. Lodges	29 00
L. A. to O. R. C. Divisions.	5 00
L. S. to B. of L. F. & E. Lodges	3 00
Legacy left to the Home by the late Brother William B. Sweet, of Lodge 3, B. of L. F. & E.	316 50
Reimbursement of part of the amount expended for funeral of Bro. F. Allspaugh.	25 00
From the visiting brothers and others who attended the L. A. to B. of R. T. Convention, in Chattanooga, Tenn., Oct. 6-18, 1913.	14 02
James Mitchell, Div. 287, O. R. C.	2 00
James Costello, Div. 270, O. R. C.	1 00
Alfred Lunt, Div. 456, B. of R. T.	1 00
J. F. Clark, Div. 441, O. R. C.	1 00
C. S. McKay, Div. 119, B. of L. E.	1 00
Total.....	\$6398 80

Respectfully submitted,
JOHN O'KEEFE, Sec.-Treas. & Mgr.,
Railroad Men's Home.



Women's Department

Communications for publication must be written on one side of the paper, and reach the Editress not later than the 8th of the month. Noms de plume are permissible but to receive consideration must be signed with full name and address of the author. The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Address all matters for publication to the Editress, MRS. M. E. CASSELL, 227 18th avenue, Columbus, Ohio.

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For the Grand Secretary, MRS. HARRY ST. CLAIR, 1729 Market street, Logansport, Ind.

For the Secretary and Treasurer of Insurance, MRS. JENNIE E. BOOMER, 1509 Morse avenue, North Side, Chicago, Ill.

Restitution.

Ring the birth of our Messiah!
 Master of the sway of death:
 Learn the vow from lips immortal,
 Speak the prayer with bated breath.

We are children, evil-fated,
 Servile to a father's lust,
 Faith can drain the cup of anguish,
 Faith can kiss dead lips, and trust.

We are sick of idle fancies,
 Weary of the worldly wise:
 Lift us to a higher learning,
 Shield us from the deep disguise.

Oh, the crimson East foretells us,
 There shall be a fuller morn!
 To the World, a light is given,
 To our lives, a hope is born.

What the mind is, so the soul is,
 And a hope eternal gives:
 Not the mortal dust of dust,
 Something nobler, breathes, and lives.

Hope may beat against the passion;
 Hope may vie with strong desire:
 Love will bear the weight of ages;
 Truth will live, and Wrong expire.

And the waters will forever
 Beat upon the sounding shore:
 Death is but a short transition;
 Life is life, forevermore.

—W. T. AKEY, M. D.

Christmas.

Christmas! how much of love and joy is in the very word. How we look forward to its coming and regret that the day is so short. In retrospection we think of the last Christmas just one short year ago and wonder if it is possible that again we are nearing the holiday season.

One short year, and yet what changes it has brought into our lives and homes! Some of us have been called upon to give up our nearest and dearest, and our hearts have been wrung with anguish. Others have suffered through loss of material things or failing health and yet the world moves on and Christmas comes to us again bringing its message of peace.

All of us can see something in Christmas beyond its outward manifestations. It commemorates the beginning of a life, which countless millions of the human race have looked upon as divine—a life of unselfishness, of self-sacrifice, of tenderness, of goodness and purity. For over 1,900 years the world has celebrated the birth of the Babe of Bethlehem, and each century as it passed has seen interest in the day growing and widening.

Christmas belongs to the whole wide world; it is not a heritage of race or language, but seems to bring scattered tribes and peoples more closely together, imbuing them with one thought and sentiment for the time being. The story of Christmas is a beautiful one, and appeals to the emotions of all, no matter what their faith.

The rude manger and the lowing cattle, the young mother and the tender Babe, the wonderful star guiding the way, the shepherds watching their flocks and listening to the joyous choral that rang through the midnight air—all these are a part and portion of Christmas, and a legacy which is prized. Christmas is above all other days the festival of the children, and to every child in the thousands of homes of our B. of L. E. and G.

I. A. people we send the yuletide greetings and wish for them the happiest Christmas of which they could dream. God bless the children wherever they may be. Busy brains and skillful fingers have been sending their products from all parts of the world into our streets and stores to be transferred to homes to strengthen friendship and make the children happy, for Christmas would not be Christmas were it not for the perennial benevolence which finds its expression in Christmas giving. The matching of gifts has its source in the desire to be as kind to a friend as that friend has been to us, and the joy of giving is spontaneous every year, like the buds and blossoms and the song of birds. Let us approach the coming season with the true Christmas spirit, setting self and sorrow aside and try to make others happy, especially the children, who can never be children but once. This spirit will have its influence for good, and as the Christmas bells, from hill to hill, answer each other in the mist, we can say:

" Ring in the vallant man and free,
The eager heart, the kindlier hand;
Ring out the darkness of the land,
Ring in the Christ that is to be."

MARY E. CASSELL.

Woman's Viewpoint.

Training of girls in preparation for a business career has come to be an important subject in thousands of homes for girls all over the land, and graduates of grammar, high school and college are looking forward to the opening of trade in the fall when they may make their bow to the great business world around which they have woven a glamor of roseate hue, and from which they hope to gather in abundance the golden coins that to their imagination seem to shine out in beckoning rays from great heaps piled high in the offices and department stores.

Only a few years ago it was considered a disgrace for a woman to be employed in an office or behind a counter, but since she asserted her right to be self-supporting, instead of dependent upon the male members of her family, the subject of preparation for her work has received more and more attention, until it is said

today that she cannot have too much preparation, and that it should begin in childhood.

This age of completion requires the highest and best equipment in order to compete successfully with the great army of workers who are aiming for the same goal—a position sufficiently high to furnish at least elbow room. Not only is the education that may be obtained from books, or the practical training to be derived from actual experience, not all that she needs to make her successful, but long before she learns her A B C's may begin her lessons which are sometimes the hardest to learn, but without which no girl can hope to win success in the business world—the lessons of courtesy, punctuality, obedience, industry and thoroughness. Although business houses frequently take inexperienced help with the expectation of teaching them the business, they do not expect to give their valuable time to training which belongs to the home. The girl who is allowed to be saucy in her talk, careless in her habits, discourteous to her elders or her companions, will either be an absolute failure in the business world or she will have some hard lessons to learn, lessons which would have been learned much more easily in childhood. Many a successful private secretary in an office, or buyer or department head in a great store, recognizes that her success is largely due to the careful training in these essentials, training from the mother whom she may at one time have thought stern and strict, but whom today she thanks for the lessons which have made her path to success smoother than it could otherwise have been.

Although it is not always possible for a girl to have a college or even a high school education before beginning her work, she will find that the broad education derived from a study of the higher branches is of untold advantage, and in many ways if she has been deprived of these she can increase her knowledge by attendance at evening school and by good reading. A study of languages for the one who is to be a

buyer in a department store and will take frequent trips to different markets of the world will be found helpful. Even if there are interpreters furnished, and it is not an absolute necessity in transacting the business to be able to speak the language, it is a great convenience, for, as one buyer said recently: "It is such a slow process to be obliged to have everything that is said interpreted." There are few of the high school or college studies a knowledge of which will not be of advantage to a girl in business, and even if she cannot apply some things which she has learned she will have had the training which will enable her to grasp other subjects more readily.

American people look with contempt upon idleness. We are a nation of workers. Everybody that is anybody is doing something, and it is good for us to work hard for a reasonable number of hours a day, and it is essential to success. "Hard work overcomes every obstacle," some one has said, and if the girls are taught to work; if they are given some duties to perform every day in the house, and compelled to do them well, they will form habits of industry that will speak for advancement to the positions which command the high salaries. But there is no royal road that leads to success; those who have reached the exalted positions have paid the price, which is hard work.

Many happy experiences are in store for the girl who will enter the business world, and there will be experiences of the other sort, but they will all combine to teach, to strengthen and lead her to higher efficiency and success if her determination is to succeed, and if she had been taught these essential principles from childhood. She will face problems which will come as a surprise to her; she will learn that many flowers bloom by the wayside, but some that look most alluring carry thorns; there are sweet brier roses, daisies and violets, and she must know that upon the choice she makes depends her success or failure.

Enthusiasm, courage and determination to succeed, with which many of these girls are starting in the business

world, are to be admired, and no word of discouragement should be given.

For the girl who will meet every difficulty as a stepping stone over which she may mount to higher efficiency, welcoming every experience that will increase her knowledge and her value as a worker, there will be joy and satisfaction—joy in the accomplishment of her ideas and satisfaction in the realization of the fact that she has a part in the great business world and that she has won success; that her energy, activity, determination and common sense have enabled her to reach her aim—success as a business woman.—*Sacramento Union.*

The Mother's Yule Song.

The Christmas bells a secret keep,
Till in their rapture full and deep,
They send the thought throughout the earth
Ennobling all our Christmas mirth—
Good-will to little children!

Good-will! in gentle, loving ways—
That courage gives, that passion stays,
That builds the trust in all they do;
That makes their doing good and true.
Good-will to little children!

Good-will! in cheery look and tone,
That through their tasks like starlight shone:
In tender speech for foolish fears,
In sympathy for childish tears.
Good-will to little children!

Good-will! in teaching deftly wrought
With Love's own thread, o'er all the thought,
Good-will! in clipping not too soon
The sweet, wild fancies, childhood's boon,
Good-will to little children!

Good-will! in Christmas gifts and joy,
In quaint conceit for bright employ,
In all that makes the Yuletide gay
A world-wide children's holiday.
Good-will to little children!

Good-will! to children rich and poor,
Within our own or others' door;
Good-will, the Christmas anthem rings
The worship of the Christ-child brings.
Good-will to little children!

A. S. ELSEFFER.

A Beautiful Woman.

BY SOPHIE IRENE LOEB.

A British writer deprecates the fact that women are not as beautiful as they were in olden times. A London paper comments on this, saying:

"Why is it? It seems strange that women destined to be remembered for

their great beauty seldom are seen in society nowadays. In early and mid-Victorian days many such arose and made notable marriages. Nowadays we rarely hear of such beauties. How is this to be accounted for?"

All of which is but more wailing as to those "good old days" and the everlasting howl that the world is getting worse. Never before have we had so many beautiful women as exist everywhere—beautiful both in mind and spirit as well as in body.

The world is not standing still and is getting better. "Nothing is permanent but change." Therefore even standards change, and especially standards of beauty relative to women.

No longer are the angelic loveliness and the baby-doll type of yesterday accorded prominent places in the judging of beauty. With the advent of women in all walks of life something more than mere physical attraction is necessary in such decisions. Beauty of mind and spirit is the essential element.

Where before only a few women stood out as shining lights of history in possessing both qualities—beauty and brains—today there are hundreds of them. No longer is woman a chattel to look at. Nor is she just beautifying in the prospect of marriage.

She is a part in the scheme and seeks to cultivate beauty of mind and spirit as well as physical charms. And why? Because today only such women are recognized as the finest types of beauty.

It is well. That is to say, she need not have silks and satins and laces or dowries or "statuesque loveliness" to be termed beautiful and thus receive all the homage awarded to beauty. In all the paths of existence you may find beautiful women that have combined fine spiritual and mental attainments and made the most of their physical attributes to such an extent that the term "beautiful woman" has been applied to them.

This was hardly possible in days of yore. For woman, in the olden days, was perhaps more seen than heard, and so physical attainment was more largely regarded as the basis of beauty. A beau-

tiful woman today can no longer look the part—she must act it.

Though the standard is higher than that of yesterday there are many more beautiful women to be found than of old.—*Sacramento Union*.

20th Anniversary at Sacramento, Cal.

What a good day we have had! was the exclamation heard on all sides at the close of our meeting and banquet last Tuesday night, October 21. Div. 180 had planned to celebrate their 20th anniversary, when we received a letter from Sister Cassell, saying she would be with us this month. We were glad to postpone our birthday party to conform with her date, that she might enjoy the festivities with us, and also give our neighboring Divisions an opportunity to meet our Grand Vice-President and hear her talk. It was a very happy crowd of G. I. A. members that met at our headquarters in I. O. O. F. Hall, on this morning at 9 o'clock. There was a good representation from the following Divisions: Div. 48, Sparks, Nev.; Div. 322, Roseville; Div. 506, Portola; Div. 126, Tracy; Div. 517, Stockton; also some from 156, Oakland, and 106, San Francisco. After the usual greetings, all were taken for an auto ride, and shown the many things of interest in and about our city, and enjoyed a visit to our new Women's Club Building. The afternoon was taken up with a regular meeting, at which 110 members were present.

Our President, Sister I. E. Van Alstine, opened the meeting in regular form in an able manner, aided by Sister W. J. McKnight at the piano. Seated on the platform were our Grand Vice-President, five Presidents of the various Divisions represented, and Sister F. S. Bowley, our Past Grand Chaplain, whom we were so delighted to have with us, as she organized Div. 180 20 years ago; has watched our growth since that time, and aided us with her advice and assistance during these long years. In order that our Grand officer might see the work of the other Divisions, we asked Div. 48 to exemplify the initiatory work, and Div. 322 the installation. Both did great

credit to themselves, and were a pleasure to the assemblage.

Sister Cassell gave us a splendid talk, which was listened to attentively, her principal themes being The Mothers' Pension Fund and Insurance. To show the many readers of this JOURNAL that the advice given by our G. V.-P. is bearing fruit, the following morning we heard a Sister of 180 say: "I have been thinking of that talk of Sister Cassell's, and am going to have Will take out another \$1,600 policy right away." This is often the case—one does not intend to neglect his duty, but needs to be reminded. The afternoon was all too short for the many good things we had in store. An interesting talk and greeting was had from San Francisco Division, by Sister Bowley, each Division President giving words of cheer and encouragement to the occasion. As a reminder of the day and appreciation of the visit, 322 and 180 presented our G. V.-P. with a small gift which she can place in her home on her return. Sister Perry, of Roseville, made the presentation in a good, happy vein; and Sister McCoy, in her able manner, presented the Past Grand Chaplain with a small token, as a reminder of this visit and the one 20 years ago. Then there were birthday gifts to Div. 180 from Divs. 106 and 322, and beautiful flowers from Div. 48. With all this our President was almost overwhelmed in making the acknowledgments.

Now the hour had arrived to adjourn to the banquet hall, where members of the B. of L. E. and honored guests were awaiting us; over 150 were seated at the prettily decorated tables; even the huge birthday cake was in evidence, with the 20 lighted candles. This delicious piece of confection was made by our worthy Secretary, Sister Doran. The good, hot chicken dinner soon appeased the appetites. Sister Van Alstine welcomed the guests in a genial manner, and introduced Sister Lightner as toastmistress, who gave a short sketch of the birth and work of the local Division. An excellent program of music and speeches followed. Sister Cassell responded to the toast, "Our Order, its Aims, and its Results." I wish her talk could be given in

full in this JOURNAL. Perhaps we can induce her to place in print the original verse she gave. She certainly made a lasting impression upon all present. Sister Bowley also held the attention of the assemblage, who enjoyed her response to the toast, "Retrospection," and concluded by giving a beautiful flag to be placed in our Division room. When the colors were unfurled over the table, everyone arose to his feet, and Miss Geery, daughter of Sister W. W. Geery, went to the piano and all sang "The Star Spangled Banner." Impromptu responses were made by Brother Shepley, of 158, Bros. McCoy and McKay of 110; Sisters Downey of 48, Thompson of 126, Perry of 322, Sharp of 156, Jenner of 506, and Armstrong of 106.

We cannot close this writing without speaking of Division 506, located at Portola, Cal. They have a membership of only 12, six of whom attended this meeting. They are such enthusiastic, good workers, that their results will be large. The instruction and benefit received at this meeting they felt was a rich harvest to carry home with them.

We feel that everyone will profit from the visit of Sister Cassell, and we hope all enjoyed our birthday party. Div. 180.

THE G. I. A., ITS AIM AND RESULT.

Our aims?

To comfort the mourner, relieve the distressed,
And promote truly "fraternal love."
These are our aims that will e'er stand the test,
Because they are blessed from above.

For many years now, we have journeyed along,
Ever keeping our purpose in view;
Sometimes in sorrow, sometimes in song,
On this road that is old and yet new.

As to the result, what can we say?
Who can measure the good we have done?
We are growing bigger and better and wiser each day,
And our work has just fairly begun.

When our widows with orphans receive help from
our hand,
Not from selfishness, glory or pelf,
Then our aims will be heralded over the land,
And the result will speak for itself.

Then here's to the glorious G. I. A.,
With its aims and purposes true;
The results are reflecting its light every day,
Repaying us all for the good that we do.

MARY E. CASSELL.

The Faith We Need.

There is plenty of faith in the morning
When the heart is glad and gay,
And the song-birds sing in the treetops
To herald the coming day.

When the roseate hue of sunrise
Touches the Eastern sky,
Then faith takes the wings of the morning.
And your spirit seems to fly.

But wait till the silent evening,
When the golden sun is set,
And the afterglow has vanished
With the stars not out as yet.

When the wind strikes a chill to your marrow,
And a cold rain strikes your face,
Then if your heart keeps singing,
It is God who giveth the grace.

But here's to the men who keep singing,
Though the night be dark and chill,
With a track so rough and slippery
They can scarcely climb a hill.

Here's to the noble railroad men,
To each and every crew,
Who hold that light always follows the night,
With a faith that's firm and true.

You may lay down in your Pullman,
On a downy bed of ease,
And say your prayers as best you can,
Though you can't well on your knees.

Then close your eyes in slumber,
For your heart, it knows no fear,
And though you said your prayers to the God
above
You are trusting the engineer.

And the engineer sits in his window,
He has uttered no word of prayer,
Yet he *knows* who is keeping him on the rail,
His faith in God is there.

And you may call it prayer if you want to—
That you miss a wreck but a rod,
But 'twas something more definite than words,
'Twas one man's faith in God.

Then give us more of this noble faith,
That brings results from above,
Which in childlike simplicity
Trusts to the Father's love.

That carols its song of the morning,
And then, in the darkest night,
Knows God is still in His heaven
And everything is right.

—MRS. T. D. ESTES.

Observations.

BY PEGGY PEABODY.

In the car, the other evening, a man with a baby boy in his arms amused people in the vicinity by striking at his child in feigned anger. The little child struck back with some vehemence and spirit, and what was begun in play by the unthinking father ultimately ended

in a howl of anger and storm of tears. "Naughty, bad papa!"

The child should not have been allowed to express himself thus in regard to his father. It was the beginning of criticism, and its frank declarations should have no place in the child's mind. Indeed, the whole incident was one which forms the worst possible example.

Children often enough attempt to strike at their parents in bursts of petulance. It should never be tolerated for an instant. To have the father set the example by playful blows, expecting the child to retaliate and show an angry spirit, is likely to result in the suicide of discipline, as far as parents are concerned, and of loyalty in the case of the child as he grows older.

This brings to me the subject of loyalty, that all too rare virtue in human beings, which can be instilled into some of us in our cradles and must be if we are to wear it, unless we happen to be one of the fortunate who are born with loyal proclivities.

It is surprising at what an early age a child will commence to criticize and find fault, particularly the tiny feminine creatures who so soon grow into women, ready to smile affably in your face and drag the names of their intimate friends in the mire for your benefit and do the selfsame thing about you the moment your back is turned.

Children should not be allowed to find fault with their parents or dispute their commands. Parents should guard their conduct and not lay themselves liable to criticism which children are often warranted in making, and of which they are quick to take advantage. A plea made in quietness by a child to be informed as to reason and object of certain parental decrees is permissible and even advisable.

Never encourage a child in the unkind criticism of a playmate or a teacher. Bid him look at his own failings. Compare one of his with one he is discussing in someone else and show him that we are all prone to them, also that there is a better way of remedying faults in others than that of idly discussing them with disinterested parties.—*The Duluth Herald*.

Marital Longevity.

The married man's joke is as old as the mother-in-law joke, which is to say it is as old as marriage. The rhymesters and ballad mongers have exhausted their shafts of ridicule at the married. The cartoonist has taken up the same old threnody of the woes of the pater-familias. The epigrammatist gave what he thought was an unanswerable retort to the amateur statistician who said married men lived longer. "Oh, no, it just seems longer." But the amateur statistician has been reinforced by the professional. The New York Board of Health has dished out the cold facts. After four years of investigation the board declares:

The death rate of married men between 20 and 29 years of age is 4.4 in the thousand; of single men, 6.6 in the thousand; of widowed and divorced men, 12 in the thousand.

The death rate of married men between 30 and 39 is 5.9 in the thousand; of single men 12.9, and of widowed and divorced men, 14.1.

The death rate of married men between 50 and 59 is 17 in the thousand; of single men 38.7; of widowed and divorced men, 30.5.

The deadly parallel was drawn for all the decades up to 80, with similar results.

There seems to be ample compensation in home comforts and home interests for home cares.—*Knoxville Sentinel*.

The Secret of Noble Carriage.

In few countries are the native girls happier up to the age of about 16 than in Zululand; in still fewer countries do they have a harder existence after that. According to their tradition, it is not seemly for men to work more than they can help. The women, therefore, do most of the manual labor, while their husbands, fathers and brothers laugh and sing, lie about at their kraals and tell one another what fine fellows they are.

A little Zulu girl is welcomed into the world by her father because she will become a valuable asset in years to come. If she is taken care of, some Zulu lover

will pay a cow, or perhaps two cows, for the privilege of marrying the lady, and so that she may retain all her charms the little maid is not allowed to do any hard work until she marries, except such things as carrying food or fuel on her head to her parents' kraal.

Whatever she may be carrying, a Zulu girl instinctively puts it on her head. If she goes to a store to buy a pot of jam she walks gravely over the rugged country with it balanced there, and I have seen women in remote districts carrying great bundles of wood, which I tried and failed to lift quite off the ground. They get it on to the head unaided by lifting up one end first and gradually working the body under the burden until it is balanced. It is certainly no exaggeration to say the women could carry a bundle equal to their own weight for 20 miles in a day and think nothing of the feat.

The younger Zulu women have a noble carriage, which is the result of carrying burdens on their heads. They walk with a singularly stately tread, their head and shoulders being thrown well back. But as they get older the drudgery of working in the fields begins to tell on them, and there is very little difference in the appearance of a woman of 40 and a woman 40 years her senior.—*The American Woman*.

The Best Time of Life.

Every little while there comes to the surface an enthusiast with a dream like that which lured the Spaniards when America was young—the dream of perpetual youth. The latest was a Westerner who promised himself, by reason of a certain regime of diet and exercise, a life span of at least 200 years, with a sneaking hope of eternity.

Far be it from us to belittle the importance of living carefully, and long. But why put so much emphasis on youth, as if only the morning of life were worth living?

Don't you suppose that white-bearded grandpa, snoozing on the porch in the shade, or watching the infants' play, has as much fun out of life as the giddiest lad or maiden?

To be sure, it's of a different kind, which happily is one of nature's ways of insuring interesting variety. But, his rough work done, as the sun slowly goes to meet the fair horizon, he lives anew in the young life about him, and out of passion's ashes, builds a ripe philosophy.

Every time in life is a good time to be alive, for always you can feel, see and learn. We're not at all convinced that ripe old age isn't the best estate of all; for then the heart is mellowed, the mind matured and the spirit seasoned, while in the treasury of memory are stored innumerable joys, the better for the enchantment which distance lends.—
From Woman's Home Companion.

The Undressed Girl.

KATE UPSON CLARK, IN LESLIE'S.

If those girls and women expect to obtain happiness by wearing stockings, skirts and waists which expose as much of their bare skin as they can show without being arrested, they are going to be violently disappointed. Let them read almost any one of the great philosophers, ancient or modern, and they will find that, widely as they disagree on almost any other point, they will agree on this—that happiness is a “by-product”—and that it seldom or never comes to those who seek directly after it, but results from working away day by day at that common place and unattractive thing called “duty.” The wearing of immodest clothing leads just the other way from happiness. A young man, handsome, refined and accustomed to the best society, said the other day: “If I didn't know that certain of the girls here (this was at a well-known summer resort) were really nice and belonged to respectable families, I should judge from their clothes that they were vulgar upstarts, if not worse. Some of the fellows say they would not be seen with some of those girls away from this place where their parents are known.”

Much has been said on the subject of the present-day styles and the thought that is suggested to one is this: “What

are the mothers of this country thinking of when they allow their daughters to grasp every new fad that comes along, regardless of modesty?” If the mothers of America would put a ban upon the ridiculous styles of today such styles would soon run their course and be followed by others showing some sense in their construction.

Be Happy.

If you would be merry, and happy and gay,
Just put on a smile and command it to stay;
Bring up reserve forces, put them all into play.
Then just keep them busy the rest of the day.

And then the next day the smile will just come,
And you will hear music—the air will just hum;
The folks all around you will quit looking glum,
And forget in their joy that life ever was bum.

Now, if you don't believe this, why, simply
begin it.

And things will look different all in a minute,
And your voice will ring clear like the lark or
the linnet,

For we get out of life just what we put in it.

Mrs. T. D. ESTES.

Making the Children Spell.

Joseph P. Tumulty, secretary to President Wilson, tells of a former member of the Jersey City board of education who, upon a visit to one of the schools, took a reader from the teacher's hand and addressed the nearest little girl.

“My dear, can you spell ‘eggpit?’” he said.

The little girl didn't recognize the word, but was willing to take a chance, so she said:

“E-g-g-p-i-t.”

“Erroneous—can anybody else spell it?” the inquisitor asked, looking over the room.

Other children tried. Some spelled it with one g, others with two t's. Still wrong. The member of the board had his big finger on the word and knew. He turned to the teacher.

“Of course, ma'am, you know how to spell it?”

The teacher blushed and confessed that, while she was not familiar with the word, she would expect it to be spelled as it sounded—“e-g-g-p-i-t.”

“Not familiar with it!” roared the guardian of the public instruction. “Not

familiar with it—it's right here in the book!"

The teacher looked and saw the word—*Egypt.*—*From Minneapolis Morning Tribune.*

A Christmas Chime.

Keep time, keep time, glad Christmas chime!
Loud, louder sing thy song sublime;
No'er half enough can e'er be told
Of that dear story, sweet and old.
Hark, men and women, children too—
List to the wondrous tale anew,
How long ago, in land afar,
The shepherds saw the shining star;
Heard echoed strains of harp and lyre
Attuned to thrill of angel choir.

Keep time, keep time, wild joyful chime!
Bid every heart keep Christmas time;
Let there be none so worn and weary,
Let there be none so lone and dreary
That thy rich music may not fill
With happiness and fond good-will.
With just a bit of hope and cheer,
A firmer trust in heaven near,
A sense of sacred, new-found rest,
That Jesus sleeps on Mary's breast.

Keep time, keep time, blest Christmas chime!
Repeat thy message, true, sublime,
Unto the mighty, to the lowly,
Unto the sinner, to the holy;
Bid them live on in gentle peace,
Their strife and hatred all to cease;
And bid them come, not as of old,
With frankincense, myrrh, gems and gold,
But with the nobler—Love's own proffer—
Unto their God their hearts to offer.

—KATHLEEN KAVANAGH.

Ohio State Meeting.

The seventh Ohio State meeting was held in Cleveland, October 21, under the auspices of T. S. Ingraham Division 62.

Grand President Sister Murdock. Assistant Grand Vice-President Sister Fairhead, Trustee of V. R. A., Sister Jenney, 12 Presidents of Divisions and 196 members were present, with 26 Divisions represented.

The ritualistic work was all done by Division 62. The form of initiation was more impressive as it was a real one. Questions were asked by different Sisters after each form and answered by Sister Murdock.

After the work and business were completed the Grand Officers gave talks, followed by remarks from several of the

Presidents. Sister Murdock talked on her favorite theme—the Orphan's Fund—and in using young and new members for officers in Divisions, thus getting them interested.

The guests were met at stations, meals were served by Episcopal Church ladies at a dining-room convenient to the hall, and the evening was spent at a theater party at the Metropolitan Theater, where we were joined by Mr. and Mrs. Warren Stone and Mr. and Mrs. Prenter, after which we took a special car to our homes, accompanied by the guests whom we had arranged to entertain. We would have felt that the day had met with our expectations and been complete if our State President, Sister Cassell, could have been with us.

The Bright Side.

Look on the bright side. It is the right side. The times may be hard, but it will make them no easier to wear a gloomy and sad countenance. It is the sunshine and not the cloud that gives beauty to the flower. There is always before or around us that which should cheer and fill the heart with warmth and gladness. The sky is blue ten times where it is black once. You have troubles, it may be, so have others; none are free from them, and perhaps it is as well that none should be; they give sinew and tone to life, fortitude and courage to man. That would be a dull sea, and the sailor would never acquire skill, where there is nothing to disturb its surface. It is the duty of everyone to extract all the happiness and enjoyment he can within and without him, and above all, he should look on the bright side. What though things do look a little dark? the lane will turn, and the night will end in the broad day. In the long run the great balance rights itself; what appears ill becomes well—that which appears wrong, right. Men are not always to hang down their heads or lips; and those who do, only show that they are departing from the paths of true common sense and right. There is more virtue in one sunbeam than in a whole hemisphere of clouds and gloom. Therefore, we repeat, look on the bright

side; cultivate all that is warm and genial, not the cold and repulsive, the dark and morose.

Christmas.

Of all the old festivals that of Christmas awakens the strongest and most heartfelt associations. There is a tone of solemn and sacred feeling that blends with our mirth and lifts the spirit to a state of hallowed and elevated enjoyment. The services of the church about this season are extremely tender and inspiring. They dwell on the beautiful story of the origin of our faith, and the pastoral scenes that accompanied its announcement. They gradually increase in fervor and pathos during the season of the advent, until they break forth in full jubilee on the morning that brought peace and good-will to men.

Christmas Time! That person must be a hater of mankind indeed in whose breast something like a jovial feeling is not roused, in whose mind some pleasant associations are not awakened by the recurrence of Christmas. There are people who will tell you that Christmas is not to them what it used to be, that each succeeding Christmas has found some cherished hope or happy prospect of the year before dimmed or passed away; that the present only serves to remind them of reduced circumstances and straitened incomes—of the feasts they once bestowed on faithless friends, and of the cold looks that meet them now in adversity and misfortune. Don't heed such cheerless reminiscences. There are few people who have lived long enough in the world who cannot call up such thoughts any day in the year. Then do not select the merriest of the 365 days for your doleful recollections, but open your heart to those about you and thank God it's no worse. Reflect upon your present blessings—of which every one has many—not on your past misfortunes—of which all men have some.

It is indeed a beautiful custom also derived from days of yore, that this Christmastide which commemorates the announcement of the religion of peace and love, has been made the season for gathering together of family con-

nections and drawing closer again those bonds of kindred hearts which the cares and pleasures and sorrows of this world are continually operating to cast loose, of calling back the children of a family who have launched forth in life and wandered widely apart, once more to assemble about the paternal hearth, that rallying place of the affections, there to grow young and loving again among the endearing scenes of childhood. May this be a joyous Christmas to all.

Find Your Happiness Where You Are.

Sometimes it seems as though the very ones who are untrammelled, who can go wherever and whenever they like, are the last to find happiness, having the whole wide world in which to carry on the quest of it. Felicity is discovered soonest by those who stay in one place long enough to make a thorough search. The restless ones, with the consciousness of all the earth outspread before them, are tempted to another spot ere they have explored the region round about them.

When you were a child you may have played a ball game in long grass, where presently, to your exasperation, you lost the ball. It bounded over your head and hid as though an evil spirit dwelt in it, determined to stop the game and spoil your fun. You thought you knew precisely where it fell—and found you were the more deceived. It would not do, however, to "hunt all over the lot." You had to be patient, and compose your febrile eagerness to a systematic search over a limited area, while your comrade hunted in a circumscribed region adjoining. And presently you—or he—stumbled on an object that was not a rolling stone, and the lost was found.

That is the best rule in the hunt for happiness. Perhaps it is under your feet.
—*Philadelphia Ledger.*

Division News.

CADLE DIVISION 386, of Ottumwa, Ia., wishes to be mentioned again after a very long silence. During the months of July, August and September we held but one meeting, owing to the extreme

heat, but now we are convening twice a month. The Sisters seem to have enjoyed the vacation, for our attendance is much better.

When Cadle Division was organized the Sisters named it in honor of Brother Cadle of the B. of L. E., and he to show his appreciation toward his namesake has just presented us with a complete set of officers' and members' badges to the number of thirty.

October 7 we met with Mercy Div. 51, at Cedar Rapids. On arriving the Ottumwans were escorted by the committee to Dempsey Hall, where luncheon was served. At 3 o'clock the meeting was called to order and every form of the order of business was exemplified in a very pleasing and instructive manner for the visitors. At 6 o'clock a four-course dinner was served to 40 ladies at the Montrose Hotel. The time was enjoyed informally with music and conversation until train time, when Cadle Division returned home. The day proved most enjoyable and profitable throughout. A MEMBER.

MRS. J. D. PETTINGILL, of Louisville, Ky., has organized Paducah Div. 540, meeting every first and third Friday, in Three Link Building, at Paducah, Ky. We have a membership of 30. Mrs. Joe McCann, President, and Mrs. Kate Kelly Mulvin, Secretary. SISTER SPENCE.

ON Thursday evening, October 30, a most enjoyable entertainment was held in the Odd Fellows' Hall under the auspices of Shiawassee Div. 521, of the G. I. A. to B. of L. E., when the ladies had as their guests a large representation of Div. 650, B. of L. E. and their families. The important event of the evening was a special meeting called at 7 o'clock for the purpose of initiating ten new members. Sisters Briggs, Grand Organizer, and Rhymer of Detroit, were present to witness the initiation, and gave great praise to our President, Sister J. Wescott, and officers who conducted the work. After the business meeting the engineers and their families were entertained by a short program and an address delivered by Mrs. Briggs. Mrs. Wm. McDonald acted as captain,

assisted by officers and members, put on a fancy drill, including the letters G. I. A. to B. of L. E., which was well done. Following this refreshments were served and Halloween contests were held. Bro. M. A. Hedges was the lucky prize winner of a baby doll. All reported having spent a pleasant evening.

MRS. M. DODGE, Sec.

As the Sisters have not heard from Hoosac Tunnel Div. 100, of Mechanicsville, N. Y., for some time, and as we do not want to be forgotten, we wish to say that we are progressing. We now have 26 members. Though our membership has not increased as rapidly as we would like, yet seven have been added to our number this year.

We hold two meetings a month, one a business meeting held at the hall and the other a social meeting held at the homes of the different Sisters. At our social meetings we serve light refreshments, and each member pays 10 cents. This money goes into the treasury. Sister Van Bramer has invited us to her home for the November social meeting, and as she is a charter member we expect there will be a large attendance. During the summer many of the Sisters were away on vacation trips, so our attendance was rather small, therefore we have done very little in the social line, but during the winter we hope to accomplish more. Best wishes to all our Sister and Brother Divisions.

SEC. DIV. 100.

TREASURE STATE DIV. 541 was organized at Three Forks, Mont., September 4, 1913, with 28 names enrolled and 26 present. The organization and installation of the new Division was under the direction of Sister H. M. Stetler, of Div. 96, Chicago, Ill.

A previous preliminary meeting was held at the home of Mrs. W. D. Eggleston, at which time the election of officers took place.

On Thursday, September 4, the real work was undertaken and another link was added to our already long chain.

In behalf of the members of Div. 541, Sister B. Everett, the newly installed President, presented Sister Stetler with

a Three Forks souvenir spoon having "Sacojowa, the Bird Woman," engraved on the handle. Sister Stetler accepted the gift with a few appropriate remarks.

After the regular business of the day had been transacted, Sisters W. S. Wilson and W. Davenport served a delicious luncheon.

The Brothers of Div. 744 presented the new Division with a big fat purse, and are also giving them their hall rent free. Their Chief spoke in glowing terms of how pleased he was to have an Auxiliary to their Division.

The first social affair given by Treasure State Division was a card party, held on the evening of September 16, which proved a big success in every way. Twenty-three tables were occupied, a number of guests being present who did not participate in the games. The Brothers also turned in and helped to make the event enjoyable.

The Sisters are greatly interested in the work of the Division, and the indications are that we may look for good work and a large Division.

MRS. H. M. STETLER, Div. 541.

FLOWER CITY DIVISION 11 had an afternoon long to be remembered—that of Friday, October 24. Our Grand President, Sister Murdock, was with us as our guest. Although the day was very damp and rainy, there were 48 members present. Sister Manning, on behalf of the members of Div. 11, presented in a very pleasing manner a two-dollar-and-a-half gold piece to Sister Murdock. Sister Murdock was truly surprised and expressed her sincere thanks to the members. A pleasant surprise had been planned for Sister Miller (who having been transferred to Syracuse felt she must resign as President) by presenting to her a beautiful turquoise and diamond ring—the turquoise being her birth stone. This was presented by Secretary Sister Gath, with the following words:

"SISTER MILLER: About five years ago you came into this Division like the rest of us—just a common woman, and enrolled yourself as a member of Flower City Division 11. Time went on, the members were not slow to recognize your

capabilities, nor to take advantage of an opportunity. In due time you were chosen for the highest office of honor it is possible for any organization to confer upon one of its members—that of President. For four consecutive years you have held the chair as our President, and it is needless for me to elaborate here today on the growth, progress and spirit of this Division since under your regime; we all know the story only too well, even Sister Murdock. When it became rumored about that you were to leave us and go to Syracuse, our hearts to a unit just sank, and we one and all felt it meant the going back of Div. 11. But I am proud to say for you that the seed which you have sown, that of loyalty, faithfulness, and charity, has become so deeply rooted and grounded in love for you, that each and every Sister seemed determined to do her part in keeping up the standard you had set before us, and instead of going back, we find ourselves pressing forward to even greater things. Today we bring to you a gift. We present it with flowers. Flowers represent the choicest part of the plant, so we, too, bring to you our choicest gift—that of love, sincere friendship and gratitude. The gift is shiny, round, and of a solid material. The shine is emblematical of the luster of great brightness of your character as shed abroad in this Division. The circle signifies our wish to bind you closer to us. The solid material is emblematical of the solid foundation upon which we now stand, largely through your instrumentalities, and we trust, Sister Miller, as time goes on our love and friendship may solidify more and more. The three combined, shine, circle and solid material, signify "power for good," and as your life continues to unfold from day to day, like the flower, may it ever be "a power for good." Sister Miller, on behalf of the members of Div. 11, I can conscientiously and truthfully say of every member of this Division, I herewith present to you our tribute of love and high esteem with sincere best wishes for your continued success wherever you may go."

Sister Miller was truly overcome, and one need not to question the genuineness of the surprise.

Sister Mary Brown rendered two very fine piano selections.

Sister Murdock then gave us a very instructive and helpful talk.

At the close of the meeting, another surprise awaited the Grand Officers, as well as some of the members. They were invited to the dining-room where a lunch, truly Halloween, had been prepared by Sisters Brewer, Westfall, Manning, Craft and Harris. The tables were beautiful in their Halloween colorings and weird figures here and there, and the place cards were the Halloween postals. Near the close of the lunch Sister Barry in a very delightful manner recited the following original poem:

'Twas just one week ago today,
I heard the 'phone a humming;
I answered, it was Sister Gath—
Said she "Now guess who's coming."

I quickly caught the note of joy
That in her voice was ringing
And said at once, just who it was—
But think whom she is bringing—

With her, our own Grand President
Will be with us next meeting—
And now to let the Sisters know,
That all may give them greeting.

No need to urge us on for that—
One word was quite sufficient;
To spread the joyful tidings on
We all gave aid efficient.

One name there was, that magic held—
Each Sister's heart to thrill her
A name we hold forever dear,
'Tis that of Sister Miller. (Strong applause.)

So we are gathered here today
In numbers strong, they'll suit you—
To welcome you with loyal hearts,
With honors grand salute you.

With ties of love and charity,
Uniting us together,
In harmony, our toast shall be
"The G. I. A. Forever."

To say everyone enjoyed this poem expresses only in a mild form the hearty applause she received. Sister Barry is certainly clever along this line, and we hope to hear from her more often.

This brought the afternoon entertainment to a close, and all went home feeling it had been good to be there.

With best wishes from Div. 11 to all our Sister Divisions.

Yours in F. L. & P.,
MRS. GEO. F. GATH, Sec. Div. 11.

G. I. A. Voluntary Relief Association.

CHICAGO, ILL., December 1, 1913.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate if the date of same was later than November 30, 1913.

ASSESSMENT No. 856.

Sioux City, Ia., Oct. 9, 1913, of cancer, Sister Fannie E. Donaldson, of Div. 166, aged 66 years. Carried one certificate, dated June 14, 1900, payable to John L. Donaldson, husband.

ASSESSMENT No. 857.

Chicago, Ill., Oct. 9, 1913, of fatty degeneration of heart, Sister Mary Snyder, of Div. 193, aged 50 years. Carried two certificates, dated April 26, 1900 and Dec. 18, 1907, payable to John J. Snyder, husband.

ASSESSMENT No. 858.

Easton, Pa., Oct. 14, 1913, of apoplexy, Sister Ida J. McKee, of Div. 121, aged 44 years. Carried one certificate, dated Oct. 17, 1904, payable to William McKee, husband.

ASSESSMENT No. 859.

Baltimore, Md., Oct. 14, 1913, of diabetes, Sister Ellen Jane Provance, of Div. 172, aged 33 years. Carried two certificates, dated June 9, 1900, payable to Ephraim F. Provance, husband.

ASSESSMENT No. 860.

New York City, N. Y., Oct. 19, 1913, of chronic gastritis, Sister Honeretta Loud, of Div. 351, aged 47 years. Carried one certificate, dated March 7, 1910, payable to William Lewis Loud, husband.

ASSESSMENT No. 861.

Manchester, Ga., Oct. 20, 1913, of peritonitis and abscessed appendix, Sister Elizabeth Hull McCown, of Div. 321, aged 83 years. Carried one certificate, dated Jan. 19, 1911, payable to T. E. McCown, husband.

ASSESSMENT No. 862.

Louisville, Ky., Oct. 25, 1913, of acute endocarditis, Sister Mary Lacey, of Div. 258, aged 47 years. Carried two certificates, dated April 22, 1909, payable to William Michael Lacey, husband.

ASSESSMENT No. 863.

Buffalo, N. Y., Oct. 30, 1913, of shock following operation, Sister E. Adel Meyers, of Div. 145, aged 47 years. Carried two certificates, dated April 15, 1907, payable to Henry H. Meyers, husband.

Members will pay their Insurance Secretaries on or before December 31, 1913, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to the General Secretary and Treasurer within 10 days thereafter, or stand delinquent until remittance is made.

Members who paid Assessments Nos. 825 and 826, 9,705 in the first class, and 4,845 in the second class.

MRS. GEO. WILSON, Pres. V. R. A.
MRS. JENNIE E. BOOMER, Sec'y and Treas.,
1627 Sherwin avenue, Chicago, Ill.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

New York Automatic Control Equipment.

BY T. F. LYONS.

Q. On what is this brake designed to operate?

A. On engine and tender.

Q. What are some of the advantages of the L-T equipment over older types of locomotive brakes?

A. May be used on engines in any class of service. Brake cylinder pressure not affected by piston travel or leakage. Locomotive brake may be applied or released independent of the train brake. Brakes on the second engine of a doubleheader may be applied or released independent of the brakes on the leading engine.

Q. Name the different parts of the equipment, and explain in a general way their duties.

A. 1. The air pump: to compress the air used on the locomotive and cars.

2. The duplex governor: to control the pump when the desired pressure is obtained in the main reservoir.

3. The main reservoir: in which to store a large volume of air for the prompt charging and recharging of the brakes, and to collect the moisture and dirt in the air.

4. The main reservoir cut-off cock: which, when closed, cuts off the communication between the main reservoir and the brake system.

5. The automatic brake valve: to operate the locomotive and train brake.

6. The equalizing reservoir: to furnish the proper volume of air above the equalizing piston.

7. The special release valve: to release the locomotive brakes after an automatic ap-

plication, independent of the train brake.

8. The double throw check valve: to form a dividing line in the brake cylinder pipe between the control valve and independent brake valve.

9. The independent brake valve: to operate the locomotive brake independent of the train brake.

10. The feed valve: to regulate the brake-pipe pressure, when the automatic brake valve is in running or holding position.

11. The reducing valve: to regulate the pressure in the independent brake valve and signal line.

12. The control valve, its reservoir and safety valve: to admit air to and from the brake cylinders on the locomotive, when applying and releasing the brakes, and to control the pressure within the prescribed limits, in all automatic applications.

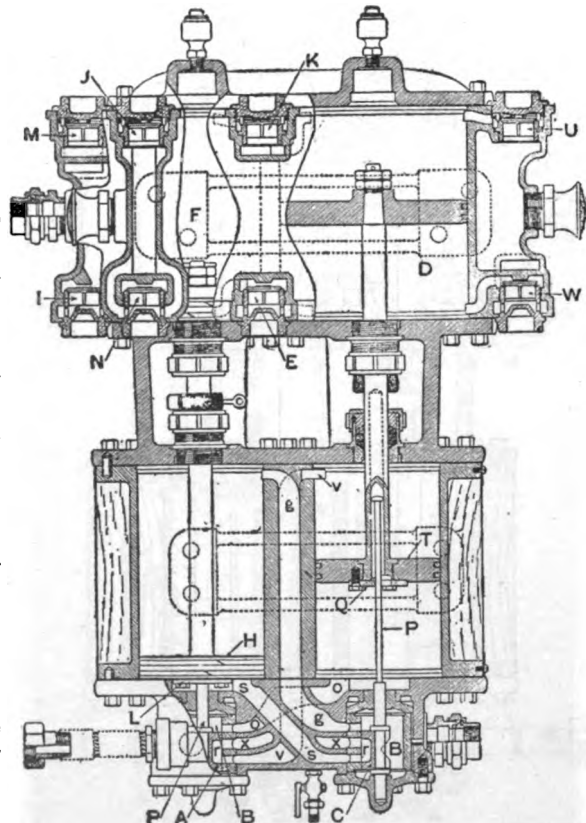


FIG. 1. LOW PRESSURE PISTON MOVING UPWARD.
HIGH PRESSURE PISTON AT REST.

13. Two duplex air gages: one to indicate main reservoir and equalizing reservoir pressures: the other to indicate brake-pipe pressure and locomotive brake-cylinder pressure.

14. The dead engine feature, by which air may be supplied to the main reservoir of an engine, the pump of which is inoperative. The above with the necessary brake cylinders, air strainers, cut-out cocks, hose couplings and piping go to make up the L-T equipment.

Q. Commencing at the air pump name the different pipes and their connections.

A. Discharge pipe: to connect the pump to the first main reservoir.

Connecting pipe: to connect the two main reservoirs.

Main reservoir pipe: to connect the second main reservoir with the maximum pressure head of the pump governor, control valve, feed valve, reducing

valve, and automatic brake valve. This pipe also furnishes air to the connections of all other air operated appliances on the locomotive.

Feed valve pipe: to connect the feed valve with the automatic brake valve.

Excess pressure pipe: to connect the feed valve pipe to the chamber above the diaphragm in the excess pressure head of the pump governor.

Excess pressure operating pipe: to connect the automatic brake valve to the chamber below the diaphragm in the excess pressure head of the pump governor.

Reducing valve pipe: to connect the reducing valve with the air signal line and independent brake valve.

Brake pipe: to connect the automatic brake valve with the control valve and train brakes.

Brake cylinder pipe: to connect the control valve with the differential brake cylinders on the locomotive.

Control reservoir pipe: to connect the control reservoir of the control valve with the automatic brake valve and special release valve.

Automatic control valve release pipe: to connect the control reservoir exhaust port of the automatic control valve with the automatic brake valve.

Continuous feed pipe: to connect the reducing valve pipe to the auxiliary reservoir in the automatic control valve.

Straight air pipe: this leads from the straight air brake valve to the double throw check valve and on to the brake cylinders of the locomotive.

DUPLEX PUMP GOVERNOR.

Q. Explain the operation of the pump governor.

A. As the governor used with the L-T equipment is the same in principle of operation as that described in the June issue of the JOURNAL, no further description will be given here.

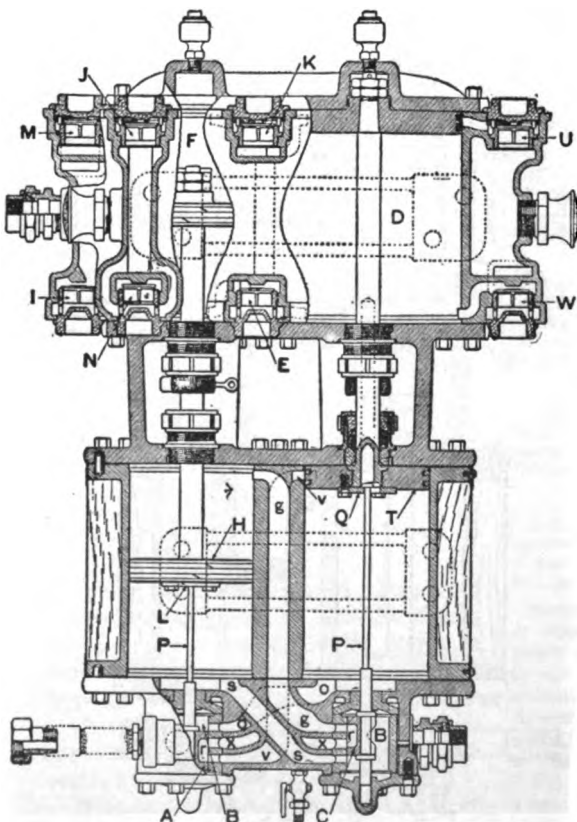


FIG. 2. HIGH PRESSURE PISTON MOVING UPWARD,
LOW PRESSURE PISTON AT REST.

DUPLEX AIR PUMPS.

Q. How many different size pumps are made by the New York Air Brake Co.?

A. Four; and are known as the Nos. 1, 2, 5 and 6.

Q. What are the dimensions of these pumps?

A. The dimensions of these pumps are as follows:

Pump No.	Diameter of steam cyl.	Diameter of L. P. air cyl.	Diameter of H. P. air cyl.	Stroke
1	5 in.	7 in.	5 in.	9 in.
2	7 in.	10 in.	7 in.	9 in.
5	8 in.	12 in.	8 in.	12 in.
6	7 in.	11 in.	7 in.	10 in.

Q. Name the different cylinders.

A. The two lower are known as steam cylinders; two upper as the low pressure and high pressure air cylinders.

STEAM END OF PUMP.

Q. Of what does the valve gear of these different pumps consist?

A. Of two ordinary D slide valves, actuated by tappet rods which extend into the hollow piston rods, and are moved by the tappet plates, which are bolted on the steam piston heads.

Q. How is the admission and exhaust of the steam controlled?

A. The valve on one side controls the admission of steam to and from the opposite cylinder, so that while one piston is moving the other is at rest.

Q. Explain the operation of the steam end of the pump.

A. Assuming that both pistons are at the bottom of their cylinders: when the pump throttle is opened, live steam will flow to both steam chests B, Fig. 1, and through port *o* to the underside of the piston T and through port *g* to the upper side of piston H. The steam under piston T will force it upward, and when it very nearly completes its stroke the tappet plate Q will engage the button on the end of tappet rod P, which moves

the slide valve C to its upper position, Fig. 2. In this position the exhaust cavity *r* in the slide valve connects port *g*, which leads to the upper end of the cylinder at the left, with the exhaust port X—thus allowing the steam above the piston H to escape to the exhaust at the same time steam is admitted through port *s* to the underside of piston H, forcing it upward; and as this piston very nearly completes its stroke the tappet plate L engages the button on the tappet rod P, moving the slide valve A to its upper position, Fig. 3. The exhaust cavity *r* in the slide valve now connects port *o*, which leads to the lower end of the cylinder at the right, with the exhaust port X—thus allowing the steam under the piston H to escape to the exhaust, at the same time steam is admitted through port V to the upper end of the cylinder at the right, on top

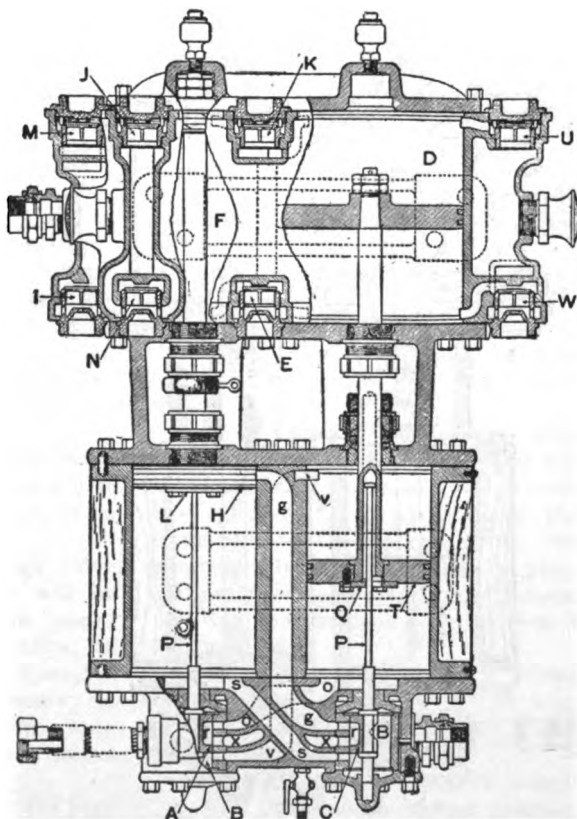


FIG. 3. LOW PRESSURE PISTON MOVING DOWNWARD. PRESSURE PISTON AT REST.

of piston T, forcing it downward; as it very nearly completes its stroke the tappet plate Q engages the shoulder on the tappet rod P, moving the slide valve C to its lower position, Fig. 4. The exhaust cavity *r* in the slide valve now connects port *s* with the exhaust port X, allowing the steam below piston H to escape to the exhaust, at the same time steam is admitted to the top of this piston, forcing it down—thus completing a cycle of the pump.

Q. How should an air pump be started?

A. Before turning on steam the drain cock should be opened and left so until the pump is warm and the water of condensation worked out. No provision is made in the steam end to cushion the pistons at the end of the stroke; for when working against pressure the air in the air cylinders act as a cushion. When

the pump is first started there is no air in the main reservoir, and consequently there is nothing to prevent the pistons from striking the cylinder heads if the pump be started quickly. Therefore, the pump should be started slowly until a pressure of 30 or 40 pounds is accumulated in the main reservoir to cushion the pistons, when the throttle may be opened wide enough to run the pump at the required speed. The drain cock should then be closed, and the lubricator started and allowed to feed freely until eight or ten drops have passed to the pump; the feed should then be reduced to an amount sufficient for proper lubrication.

AIR END OF PUMP.

Q. How many air valves in each of the Nos. 1 and 2 pumps?

A. Six: namely, one upper and one lower receiving valve, one upper and one lower intermediate discharge valve, and one upper and one lower final discharge valve.

Q. How many air valves in each of the Nos. 5 and 6 pumps?

A. Eight: namely, one upper and one lower receiving valve for the low pressure cylinder, one upper and one lower intermediate discharge valve, one upper and one lower receiving valve for the high pressure cylinder, and one upper and one lower final discharge valve.

Q. What should be the lift of the different air valves?

A. In the Nos. 1 and 2 pumps all valves should have 1-16 inch lift; in the Nos. 5 and 6 all valves should have 3-16 inch lift.

Q. Explain the operation of the air end of the pump.

A. As the piston in the low pressure cylinder D moves up a partial vacuum is formed below it, while the air above it is being compressed. Air now flows in through the strainer and passes downward through the air pressure, then

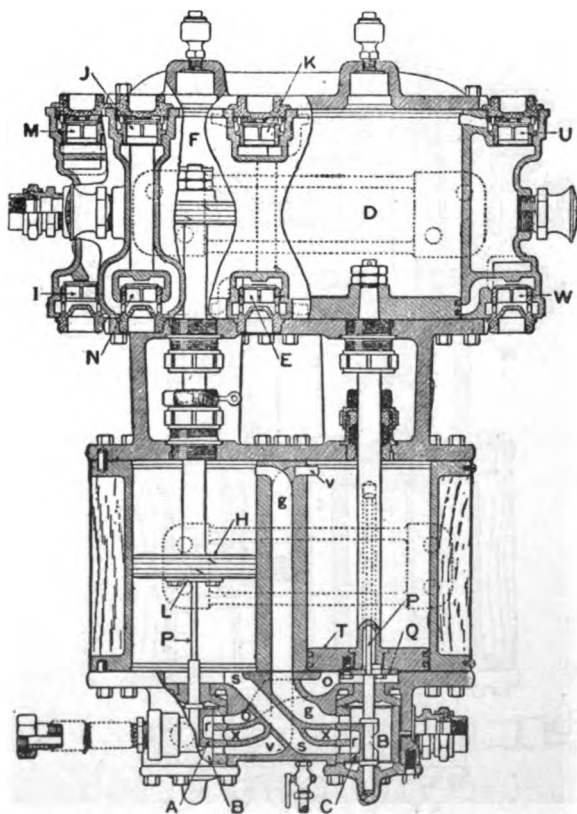


FIG. 4. HIGH PRESSURE PISTON MOVING DOWNWARD.
PRESSURE PISTON AT REST.

through the lower receiving valve W into the lower end of the cylinder, filling it with air at about atmospheric pressure. In the meantime, the air that is being compressed above the piston holds the receiving valve U to its seat, and lifts the upper intermediate discharge valve K from its seat, allowing the air to pass from the low to the high pressure cylinder F.

The high pressure piston now moving up causes a partial vacuum to be formed below it, and air from the atmosphere flows through the lower receiving valve N, filling this end of the cylinder with air at about atmospheric pressure. The air above the piston being compressed, holds the upper intermediate valve K to its seat, and lifts the upper final discharge valve J, allowing the air to pass to the main reservoir. The action is the same on the down stroke, only the opposite valves are used.

Q. If a receiving valve to the low pressure cylinder breaks or sticks open, what effect will it have on the pump and how may it be located?

A. No air will be compressed by the low pressure cylinder, as the piston moves toward the defective valve, and may be located by noting the movement of the low pressure piston, as the movement will be much quicker toward the defective valve, than the opposite stroke. Air will blow out the strainer as the piston moves toward the defective valve, which may be detected by holding the hand over the strainer.

Q. If an intermediate discharge valve breaks or sticks open, what effect will it have on the pump, and how may it be located?

A. If an intermediate discharge valve breaks or sticks open, no air will be compressed by that end of the pump, where is located the defective valve, as the air will flow back and forth from the low to the high pressure cylinders; no air will be taken in from the atmosphere through either strainer as the pistons move from the defective valve.

Q. If a receiving valve to the high pressure air cylinder breaks or sticks open, what effect will it have on the pump, and how may it be located?

A. No air will be compressed by that end of the pump where is located the defective valve, as the air from both cylinders will be free to return to the atmosphere through the broken valve. Both pistons will make a quicker stroke when moving in the direction of the defective valve. Air will blow back through the strainer of the high pressure cylinder, as each piston moves toward the broken valve.

Q. If the final discharge valve breaks, what effect will it have on the pump?

A. If a final discharge valve breaks, main reservoir pressure will be free to return to the high pressure cylinder as the high pressure piston moves from the defective valve; therefore no air will be taken in through the receiving valve of the high pressure cylinder at the end where is located the defective valve. The low pressure piston will make a slow stroke toward the defective valve and a normal stroke from it; while the high pressure piston will make a slow stroke toward the defective valve and a quick stroke from it, being assisted in the latter movement by the main reservoir air acting on the piston. Defective air valves may generally be located by noting the temperature of the valve chamber in which they are located.

Q. What may be done if the receiving valve to the low pressure cylinder intermediate or final discharge valve breaks?

A. As all valves are of the same size, the broken valve may be replaced by one of the receiving valves of the high pressure cylinder. Then by blocking the opening made by the removal of this receiving valve, the pump will be practically restored to its maximum efficiency.

Q. Can this be done with the Nos. 1 and 2 pumps?

A. No; as the Nos. 1 and 2 pumps have no receiving valves in the high pressure cylinder which take air direct from the atmosphere.

Q. What will cause a pump to pound?

A. The pump loose on its bracket, bracket loose on the boiler, nuts loose on the air end of the pistons, air valves having too much lift, packing rings leak-

ing, water in the steam cylinders, or running the pump too fast before a sufficient pressure is accumulated in the main reservoir to cushion the pistons at the end of the stroke.

Q. What will cause a pump to run hot?

A. Running the pump too fast; working against high pressure; air piston packing rings leaking; air cylinders worn; air passages in pump or discharge pipe partially stopped up; air valves leaking; air valves stuck shut; or lack of lubrication.

Q. What will cause the pump to stop?

A. Broken tappet rods; worn or loose tappet plates; nuts loose on the ends of air piston rod; or defective pump governor.

Q. If a pump stops how would you proceed to start it?

A. First open the drain cock to learn if the steam is passing the governor; if it is, jar the steam head lightly; failing to start, close the throttle for a short time, then open it quickly; this will invariably start the pump where the cause of stopping was due to lack of lubrication.

Q. How should the air end of the pump be oiled, and what grade of oil should be used?

A. Oil should be used sparingly in the low pressure cylinder, but more is required in the high pressure cylinder, owing to the higher temperature. A good quality of valve oil should be used.

TYPE "L" AUTOMATIC BRAKE VALVE.

Q. To what is the automatic brake valve attached?

A. To the brake valve pipe bracket.

Q. Are there any pipe connections direct to the brake valve?

A. No; all pipe connections are made to the pipe bracket; this allows for the changing of the brake valve without breaking of the pipe joints.

Q. Name the different parts of the brake valve.

A. Referring to the numbered parts in Figs. 5 and 6, the parts are designated as follows:

EV 60 Union nut.

EV 128 Union stud.

EV 158 Small union swivel.

EV 606 Handle lock nut.

EV 607 Handle nut.

EV 608 Handle.

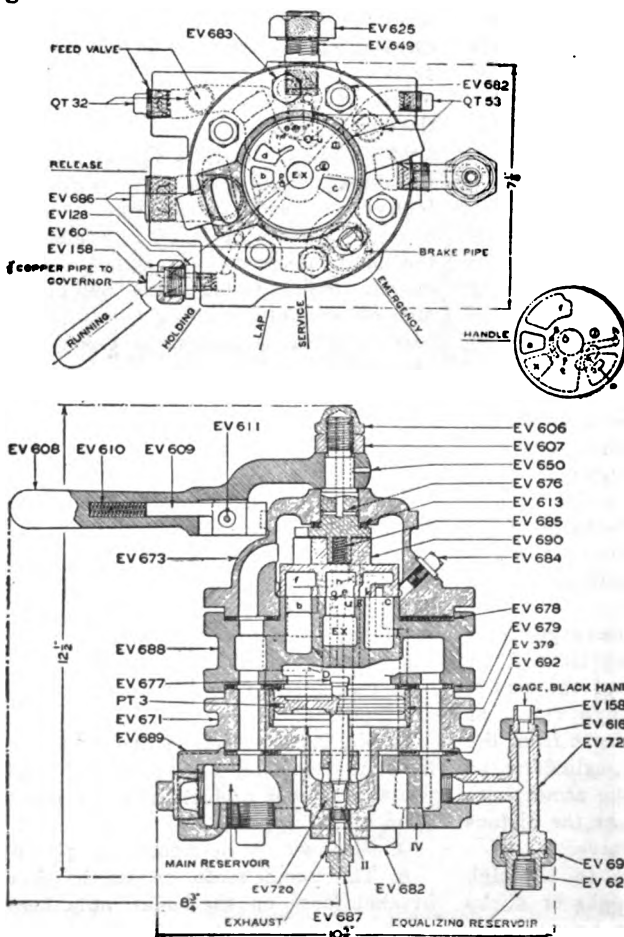
EV 609 Handle latch.

EV 610 Handle latch spring.

EV 611 Handle latch screw.

EV 613 Key washers.

EV 616 Union nut.



FIGS. 5 AND 6.

EV 621 Large union swivel.
 EV 625 Bracket stud nut.
 EV 649 Bracket stud.
 EV 650 Handle pin.
 EV 671 Bottom case.
 EV 673 Top case.
 EV 676 Rotary valve key.
 EV 677 Equalizing piston.
 EV 678 Valve seat upper gasket.
 EV 679 Valve seat lower gasket.
 EV 682 Bolt and nut.
 EV 683 Cap screw.
 EV 684 Oil plug.
 EV 685 Rotary valve spring.
 EV 686 1-inch pipe plug.
 EV 687 Service exhaust fitting.

EV 688 Rotary valve seat.
 EV 689 Pipe bracket.
 EV 690 Rotary valve.
 EV 692 Pipe bracket gasket.
 EV 697 Large union nut.
 EV 721 Brake valve tee.
 QT 32 $\frac{1}{2}$ -inch pipe plug.
 PT 3 Equalizing piston packing ring.

Q. Name the different positions of the automatic brake valve.

A. Release, running, holding, lap, service, and emergency.

Q. What is the purpose of release position?

A. To provide a large and direct opening from the main reservoir to the brake pipe for the free flow of air when charging and recharging the brakes.

Q. Trace the flow of air through the brake valve in release position.

A. Main reservoir air enters at the connection marked MR, Fig. 7, and flows on top of the rotary valve passing from the top of the rotary valve down through port A to port B in the seat, which also connects with port C and then to the brake pipe at the connection marked BP. Main reservoir air also passes from the top of the rotary valve down through port j in the rotary valve to port g in the seat, which

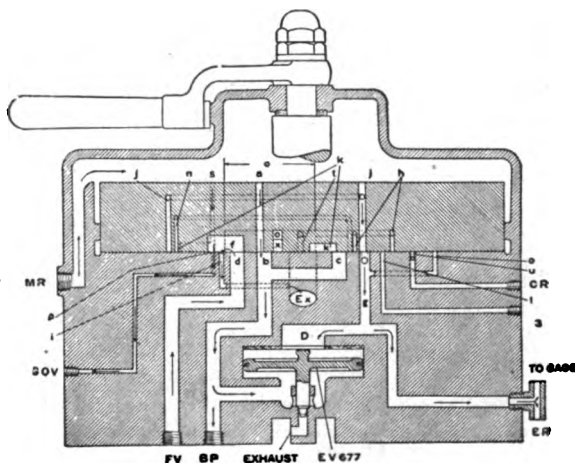


FIG. 7. RELEASE POSITION.

leads to chamber D above the equalizing piston, EV 677. Main reservoir air also passes through port s in the rotary valve to port p in the seat, and then to the excess pressure top of the pump governor through the connection marked GOV. Air from the feed valve pipe is also free to flow through port D in the seat to cavity f in the rotary valve, then through warning port i in the seat to the exhaust port EX and to the atmosphere.

Q. What pressure will be had in the brake pipe if the brake valve be left in release position?

A. Main reservoir pressure.

Q. Can the locomotive brake be re-

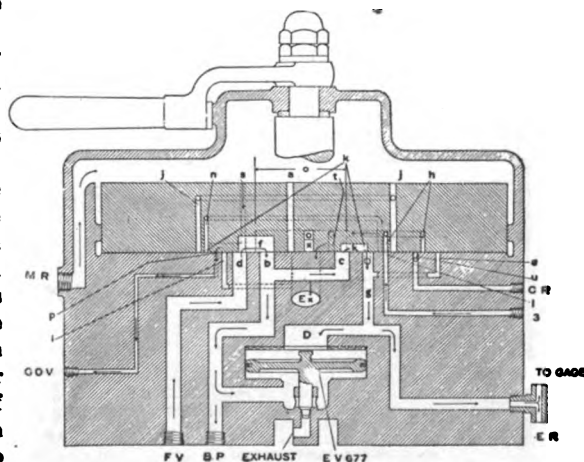


FIG. 8. RUNNING POSITION.

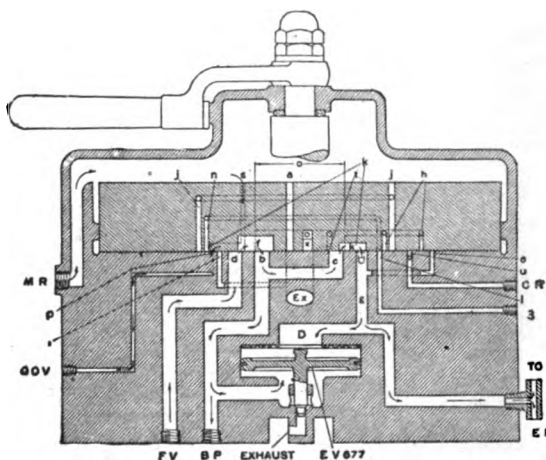


FIG. 9. HOLDING POSITION.

leased by the automatic brake valve in release position?

A. No; as the port in the automatic brake valve to which the control valve release pipe is attached is blank in this position.

Q. What is the purpose of running position, and when should it be used?

A. This is the proper position for the brake valve when the brakes are charged and not in use, also when it is desired to release the locomotive brake with this valve. This position of the valve may be used in the releasing of the brakes on short trains, of say six or eight cars. In this position the brake-pipe pressure is maintained at a predetermined pressure

by the feed valve, as all air that now enters the brake pipe and equalizing reservoir must pass through the feed valve. See Fig. 8.

Q. What is the purpose of holding position?

A. Holding position is for the purpose of holding the locomotive brake applied while recharging the brakes. The charging of the brake pipe and equalizing reservoir is the same in holding as in running position; in other words, the only difference between the two positions is that the locomotive brake is released in running position and

held applied in holding position. See Fig. 9.

Q. What is the purpose of lap position?

A. To hold both locomotive and train brakes applied after an automatic application of the brakes. In this position all ports in the brake valve are closed. See Fig. 10.

Q. What is the purpose of service position?

A. This position of the brake valve enables the engineer to make a gradual reduction of the brake-pipe pressure, thus causing a service application of the brake.

Q. How is this brought about?

A. When the brake valve handle is moved to service position air is discharged from chamber D and the equalizing reservoir, through the preliminary exhaust port *e* in the seat, ports *h* and *o* in the rotary valve, and EX in the seat to the atmosphere, thus reducing the pressure above the equalizing piston, EV 677, allowing the brake-pipe pressure under the piston to raise it, unseating the brake-pipe exhaust valve, permitting the brake-pipe air to flow to the atmosphere until its pressure becomes slightly less than that in chamber D, and the equal-

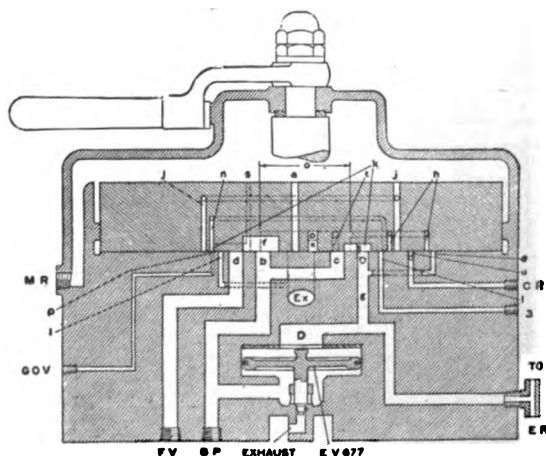


FIG. 10. LAP POSITION.

izing reservoir, when the piston will be forced down, closing the exhaust valve gradually, stopping the exhaust of the brake-pipe air. See Fig. 11.

Q. What is the purpose of emergency position?

A. In this position of the brake valve, the brake-pipe is connected directly with the atmosphere through ports *x* and *o* in the rotary valve, and port EX, in the seat, thus causing a sudden reduction of brake-pipe pressure. This in turn causes the control valve on the engine, and all operating triple valves in the train to move to emergency position, thus insuring a quick and full application of the brakes. In the meantime, main reservoir air flows through port *j* in the rotary valve, port *d* and groove in the seat, cavity *k* in the rotary valve, groove and port *n* in the rotary valve, and port *u* in the seat to the connection marked CR, and to the control reservoir, thus insuring a maintenance of pressure in this reservoir and the brake cylinders. See Fig. 12.

Q. How should the brake valve be handled when making an emergency application of the brake?

A. The valve should be placed in full emergency position and left there until the train stops, even though the danger may have disappeared.

Q. If the handle of the brake valve does not operate easily, what may be the trouble and how remedied?

A. If the valve does not operate freely it may be caused by a dry rotary valve or rotary valve key gasket. This trouble may be remedied by first closing the brake pipe cut-out cock under the brake valve, then closing the main reservoir cut-out cock, and when the air pressure has escaped, remove the oil plug in the valve body and fill the oil hole with oil, then move the valve from release to

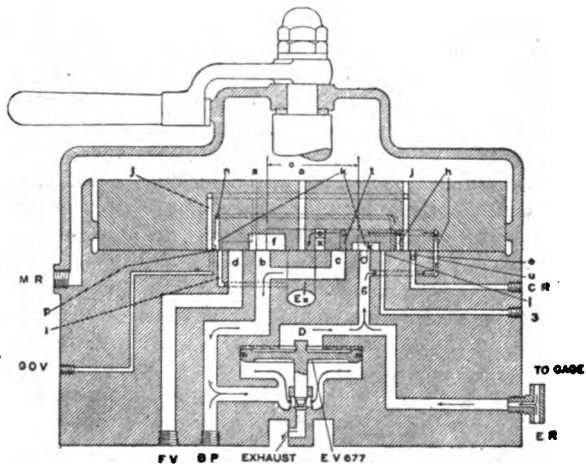


FIG. 11. SERVICE POSITION.

emergency position and back a few times—this gives the oil a chance to work under the rotary; then refill the oil hole and replace the plug; next remove the cap nut from the rotary valve key, fill the oil hole and push down on the key; this allows the oil to get down on the key gasket; again fill the oil hole and replace the cap.

Q. What will cause the handle to move hard over the notches of the different positions of the valve?

A. This is caused by the handle bolt or latch becoming dry; a few drops of oil on the parts will overcome the trouble.

Q. What will cause constant blow at the brake-pipe exhaust port and what may be done to overcome it?

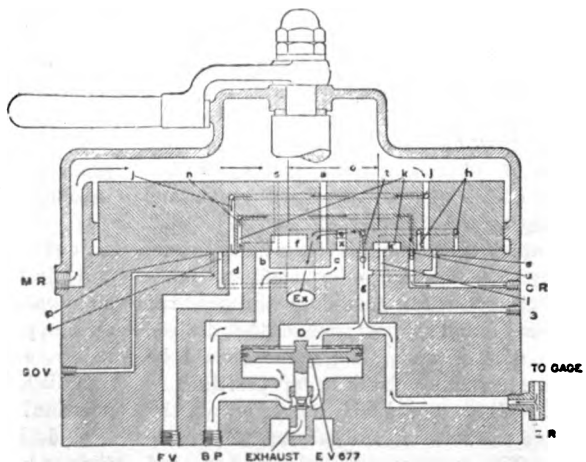


FIG. 12. EMERGENCY POSITION.

A. This indicates that the brake-pipe exhaust valve is being held off its seat, due, no doubt to dirt; tapping the side of the valve will sometimes stop the blow; if not, close the brake-pipe cut-out cock and make a heavy service reduction; next place the handle in release position; this will cause a strong blow at the exhaust port, which will invariably remove the trouble.

Q. If the pipe connecting the brake valve with the equalizing reservoir

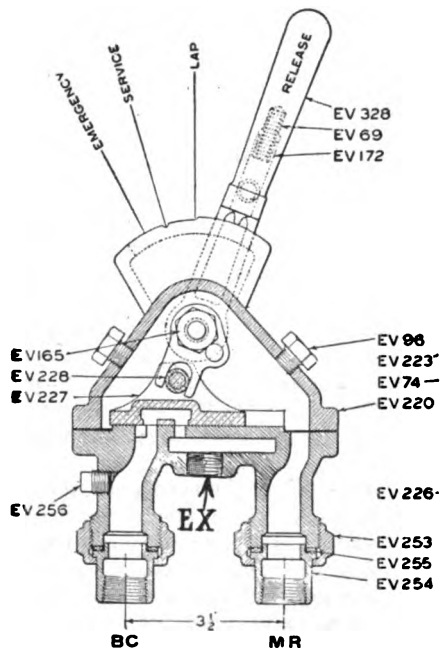


FIG. 13. INDEPENDENT BRAKE VALVE.

breaks, can the brakes be operated with the automatic brake valve?

A. Yes.

Q. How can this be done?

A. By placing a blind gasket in the pipe connection at the brake valve and plugging the brake-pipe exhaust port. To apply the brake, move the handle carefully toward emergency position, making the reduction gradually through the direct exhaust port; when the desired reduction is made, the valve should be moved gradually back to lap position.

Q. What would be the effect if the valve were moved to lap quickly?

A. This may cause the release of some of the brakes on the head end of the train.

Q. What is the time required to reduce the equalizing reservoir pressure 20 pounds?

A. From 6 to 7 seconds with a 70-pound pressure, and 5 to 6 seconds with 110 pounds pressure.

Q. What will cause air to blow at the brake-pipe exhaust port when the handle is moved to lap position?

A. This is caused by a leak from the equalizing reservoir or its connections, which reduces the pressure in chamber D above the equalizing piston, allowing the brake-pipe pressure under the piston to force it upward, unseating the brake-pipe exhaust valve, permitting the brake-pipe air to flow to the atmosphere.

DOUBLE PRESSURE FEED VALVE.

Q. Explain the operation of the feed valve.

A. See the description of feed valve in the August issue of the JOURNAL.

INDEPENDENT BRAKE VALVE.

Q. What type of valve is used as an independent brake valve with this equipment?

A. This valve is of the slide valve type.

Q. What is the duty of the independent brake valve?

A. By its use the locomotive brake may be applied and released independent of the train brake.

Q. Name the different positions of this valve.

A. Release, lap, service and emergency positions.

Q. What is the purpose of release position?

A. This is the position in which the handle should be carried when not in use. In this position the brake-cylinder pipe is connected with the exhaust through the cavity in the slide valve.

Q. What is the purpose of service position?

A. In this position a small port in the slide valve seat is open through which air can pass to the locomotive brake cylinders, applying the brake gradually.

Q. What is the purpose of emergency position?

A. In this position a large port in the slide valve seat leading to the brake cylinders is open, allowing the air to flow

rapidly from the reducing valve pipe to the locomotive brake cylinders, thus securing a quick application of the brake.

Q. What pressure is developed by this brake?

A. About 45 pounds.

Q. How is this and signal line pressure regulated?

A. By the reducing valve.

AUTOMATIC CONTROL VALVE.

Q. What is the duty of the control valve?

A. To admit air from the main reservoir to the locomotive brake cylinders, when applying the brake; to exhaust the air from the brake cylinders when releasing the brake; to automatically maintain the brake cylinder pressure against leakage and to develop the proper brake cylinder pressure, regardless of piston travel, in all automatic applications of the brake.

Q. Name the different parts of the control valve.

A. Referring to the numbered parts in Fig. 14, the names of parts of this apparatus are as follows:

PT 75, pin; PT 152, triple valve piston; PT 153, control piston; PT 151, body; PT 154, piston follower; PT 155, slide valve; PT 156, piston nut; PT 157, triple cylinder cap; PT 158, control cylinder cap; PT 159, control cylinder gasket; PT 160, triple cylinder gasket; PT 161 exhaust valve spring; PT 162, exhaust valve; PT 163, auxiliary reservoir cap; PT 164, graduating stem nut; PT 165, main chamber cap; PT 167, check valve; PT 168, check valve stem; PT 169, check valve spring; PT 170, graduating stem; PT 184, check valve guide; PT 186, graduating valve; PT 187, graduating spring; PT 188, valve seat; QT 3, packing ring; QT 49, service valve spring; QT 504, slide valve spring; EV 107, packing leather; EV 108A, expander; 1DP52C, bolt.

Q. To what is the control valve attached?

A. To the double chamber reservoir.

Q. How many chambers in the control valve reservoir?

A. Two: auxiliary reservoir and control reservoir.

Q. Name the different pipe connections to the control reservoir.

A. Referring to the lettered and numbered connections in the different cuts:

B cyl., brake cylinder pipe; MR, main reservoir pipe; II, control reservoir pipe; IV, control cylinder release pipe; BP, brake pipe; VI, continuous feed pipe.

Q. To what do these different pipes connect?

A. The brake pipe branch pipe, which is the upper pipe on the left, connects

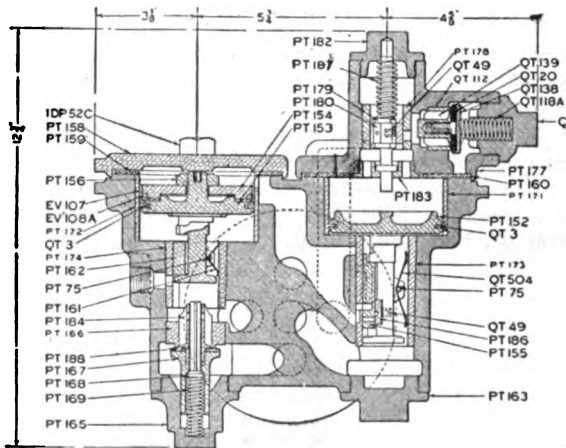


FIG. 14. AUTOMATIC CONTROL VALVE.

the control valve with the brake pipe.

The brake cylinder pipe, which is the lower pipe on the left, connects the control valve with the different brake cylinders on the locomotive.

The control release pipe, which is the upper pipe on the right, connects the control cylinder D, through the slide valve 4, to the automatic brake valve.

The main reservoir supply pipe, which is the middle pipe on the right, connects the control valve with the main reservoir pipe. The control reservoir pipe, which is the lower pipe on the right, connects the control valve with the automatic brake valve and the special release valve.

The continuous feed pipe, which is connected at the left side of the double chamber reservoir, connects the auxiliary reservoir with the reducing valve pipe.

Q. What pressure is in chamber A of the control valve?

A. Main reservoir pressure.

Q. What pressure is found in the auxiliary reservoir?

A. Brake-pipe pressure.

Q. Explain how the auxiliary reservoir is charged.

A. Air enters the control valve reservoir at the connection marked BP, Fig. 15, which leads to chamber F above the piston 3, forcing it down, uncovering the feed groove G in the bushing, allowing the air to feed past the piston into the slide valve chamber, and then through port H to the auxiliary reservoir. The air will feed through in this manner until the auxiliary reservoir and brake-pipe pressure equalize.

Q. Explain the operation of the control valve when making an automatic service application of the brake.

A. When a gradual reduction of brake-pipe pressure is made, it will be felt in chamber F, on top of piston 3, causing a

difference in pressure on the two sides of the piston, which will cause the piston to move upward as shown in Fig. 16. The first movement of the piston closes the feed groove G, also moves the graduating valve 10, uncovering the service port J in the slide valve 4, and the continued movement of the piston moves the slide valve to service position, in which the service port J in the valve 4 connects with port E in the seat.

Q. When the slide valve 4 moves to service position, what takes place?

A. As the slide valve chamber and auxiliary reservoir are connected at all times, air can now flow from the auxiliary reservoir to the control cylinder D and control reservoir, through ports H J and E.

Q. How long will the air continue to flow from the auxiliary reservoir to the control cylinder and reservoir?

A. Until the pressure on the lower or auxiliary reservoir side of piston 3 becomes slightly less than that in chamber F, or brake-pipe side of the piston, when the piston and graduating valve will move down until the shoulder on the piston strikes the slide valve; this movement of the graduating valve closes the service port J, thus closing the communication between the auxiliary reservoir and control cylinder and reservoir, also closing port W, which leads to the safety valve, Fig 17.

Q. Where is the control cylinder located?

A. Above the control piston 2.

Q. Upon what does the amount of pressure in the control cylinder and reservoir depend when making an automatic service application of the brake?

A. On the amount of brake-pipe reduction, and the relative volume of the auxiliary reservoir, and the control cylinder and reservoir; and the ratio between these two

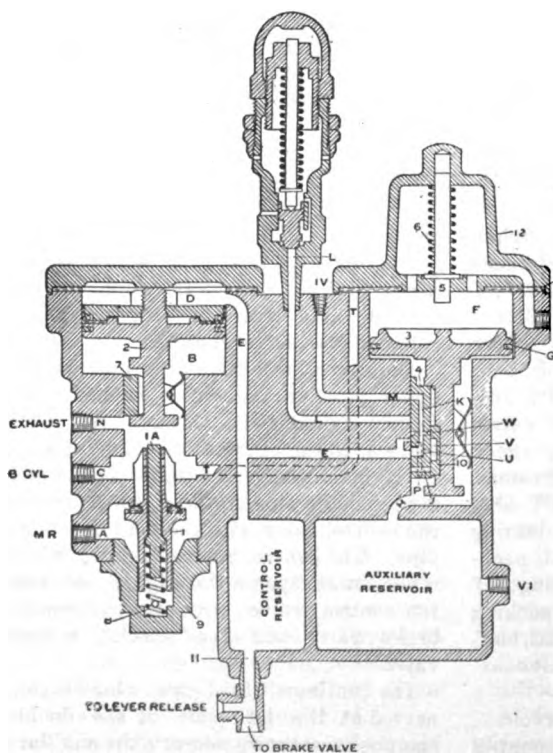


FIG. 15. AUTOMATIC CONTROL VALVE. FULL RELEASE.

volumes is the same as that between an auxiliary reservoir and brake cylinder. It will be understood that one pound from the auxiliary reservoir will make $2\frac{1}{2}$ pounds in the control cylinder and reservoir. In other words, if the auxiliary reservoir was charged to 70 pounds, and no pressure in the control cylinder or reservoir, if they were connected, the pressure would equalize at 50 pounds, that is, 20 pounds from the auxiliary reservoir will make 50 pounds in the control cylinder and reservoir.

Q. How is piston 2 affected by the air pressure in the control cylinder D?

A. Pressure forming in this cylinder will force the piston downward.

Q. When piston 2 moves down what takes place?

A. The piston in moving down will carry the exhaust valve 7 with it, closing the exhaust port N, Fig. 16, and moves the preliminary admission valve 1A from its seat against the tension of spring 8 and the pressure in chamber O. The opening of the preliminary admission valve allows the air in chamber O to pass to the brake cylinders, thus creating a balancing effect on valve 1, which allows it to be opened against main reservoir pressure, thus allowing main reservoir air to flow from chamber A to chamber B and to the brake cylinders on the locomotive, Fig. 16.

Q. How long will the air continue to flow to the brake cylinders?

A. Until the pressure in the brake cylinders and chamber B, below piston 2, becomes slightly greater than that in the control cylinder D, when the piston will move up just far enough to allow valves 1 and 1A to be seated or to lap position, Fig. 17.

Q. With the admission valves closed, if there be brake cylinder leakage will the locomotive brake leak off?

A. No.

Q. Explain why.

A. Any drop in brake cylinder pressure will be felt in chamber B below the piston 2, causing a difference in pressure on the two sides of the piston, thus allowing the pressure in the control cylinder D to move the piston 2 down, unseating the admission valves, allowing the main reservoir air to flow from chamber A to chamber B and the brake cylinders, until the pressure is again slightly greater than that in control cylinder D, when the piston 2 will again move up, allowing the admission valves to close. Thus in this way air will be supplied to the brake cylinders of the locomotive, holding the brakes applied regardless of leakage.

Q. What effect will the piston travel have on the pressure developed in the brake cylinders?

A. None; as the pressure in the brake cylinders is dependent entirely on the pressure in the control cylinder, which is not affected by piston travel.

Q. Explain the movements of the

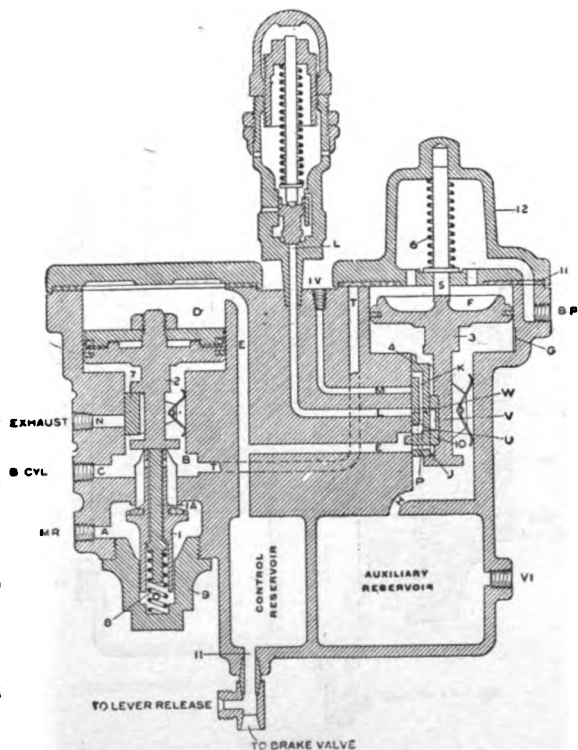


FIG. 16. AUTOMATIC CONTROL VALVE. SERVICE POSITION.

parts in the control valve, when the automatic brake valve is moved to release position, after an automatic application of the brakes.

A. In release position, air from the main reservoir flows direct to the brake pipe, causing an increase of pressure which is felt in chamber F on the upper or brake pipe side of the piston 3; this increase of pressure will cause the piston to move down, carrying with it the graduating valve 10 and slide valve 4 to release position, or until passage K in the slide valve 4 registers with ports E and M.

Q. When valve 4 is in release position what takes place?

A. This allows air from the control cylinder D and control reservoir to flow to the control valve release pipe IV and on to the automatic brake valve, where the port to which this pipe leads is blanked by the automatic rotary valve, which prevents the air from leaving the control cylinder and reservoir, thus holding the

locomotive brakes applied while the train brakes are being released.

Q. Is the action similar where the release is made in holding position?

A. Yes; only the air for the recharge of the brake pipe comes through the feed valve instead of the large ports in the brake valve.

Q. Explain the movements of the parts in the control valve when the automatic brake valve is moved to running position, after having first been moved to release or holding position.

A. In this position the port to which the control valve release pipe is connected is open to the exhaust through the automatic brake valve, thus allowing the air in the control cylinder and reservoir to escape to the atmosphere.

Q. When the air exhausts from the control cylinder D and control reservoir, what takes place?

A. The reduction of pressure in the control cylinder D below that in chamber B causes the control piston 2 to move up, carrying with it the exhaust valve 7 to release position, opening the exhaust port N, thus allowing the air to return from the brake cylinders through port C and N to the atmosphere, releasing the brake.

Q. Explain what takes place in the control valve when an automatic emergency application of the brake is made.

A. Any sudden reduction of brake-pipe pressure will be felt on the brake-pipe side of the piston 3, and will cause it and valve 4 to move to their extreme upper position, compressing the graduating spring 6. In this position auxiliary reservoir air can flow past the end of the slide valve through port E to the control cylinder D and control reservoir, unseating valves 1 and 1A, allowing main reservoir air to flow from chamber A to chamber B and through port C to the brake cylinders, until the pressure in cham-

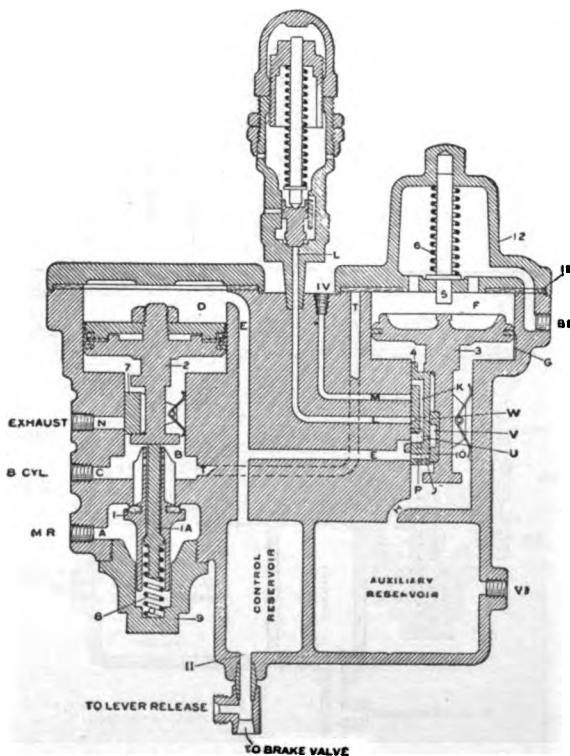


FIG. 17. AUTOMATIC CONTROL VALVE. SERVICE LAP POSITION.

ber B and the brake cylinders is slightly greater than that in the control cylinder, when the control piston will move upward, allowing valves 1 and 1A to seat. See Fig. 18.

Q. When using a 70-pound brake-pipe pressure, what pressure will be developed in the control cylinder and reservoir, when an emergency application of the brake is made with the automatic brake valve?

A. The pressure will build up to the adjustment of the safety valve.

Q. How is this brought about?

A. When the automatic brake valve is placed in emergency position, a small port in the rotary valve, known as the blow down timing port, is open to the control reservoir pipe to the control cylinder and reservoir, admitting main reservoir air to these chambers, building up the pressure, which is controlled by the safety valve. See Fig. 12.

SAFETY VALVE.

Q. At what pressure is the safety valve adjusted?

A. At 68 pounds, except when an engine is being transported light, when it is generally adjusted to 35 pounds.

Q. How would you proceed to adjust the safety valve?

A. With the pressure pumped up, move the automatic brake valve to emergency position until a brake cylinder pressure of 68 pounds is developed, then back to lap position; next remove the cap nut and turn the regulating nut up or down as may be required. See Fig. 20.

Q. To what is the safety valve connected?

A. To the control cylinder and reservoir.

Q. Is the safety valve connected to the control cylinder and reservoir at all times?

A. Yes; except in service lap position, when port L is blanked by the graduating valve.

QUICK-ACTION CAP.

Q. What is the purpose of the quick-action cap, and where is it located?

A. Its purpose is to assist the brake valve in venting the brake-pipe air when an emergency application of the brake is made; and is located on the brake-pipe side of the control valve in place of the plain cap 12, when used.

Q. Explain the operation of the quick-action cap.

A. When a sudden brake-pipe reduction is made, it will cause the piston 3 to move upward, seating against gasket 11; the knob on the piston striking the graduating stem 13, causing it to compress the graduating spring 14, moving the emergency valve 15 upward, opening port Q, this allows brake-pipe air to flow on top of valve 16, unseating it, then through port T to the brake cylinders. Fig. 19.

Q. What is the purpose of the check valve 16?

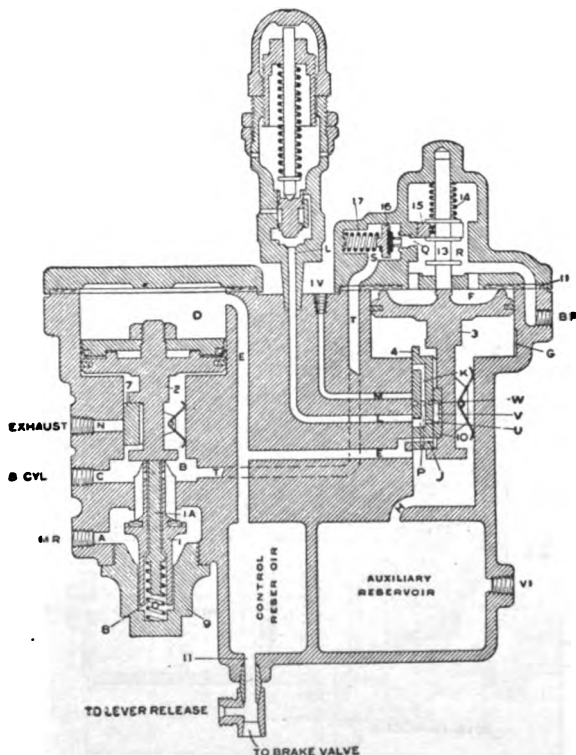


FIG. 18. AUTOMATIC CONTROL VALVE.
EMERGENCY POSITION, WITH QUICK-ACTION CYLINDER CAP.

A. To close the communication between the brake pipe and the brake cylinders when the pressures equalize.

Q. Explain the movement of the parts when the brake is released.

A. When the brake pipe is recharged piston 3 returns to release position, spring 14 then forces the graduating stem 13 and valve 15 to their normal position, closing port Q.

Q. When the quick-action cap is used, is there any difference in the method of operating the brake?

A. No; the brake should be handled in the same manner as with the plain cap.

DEAD ENGINE FEATURE.

Q. What is the dead engine device?

A. It consists of a combined strainer and check valve, with a choke fitting, and a $\frac{3}{8}$ -inch cut-out cock, in a pipe connecting the brake pipe and main reservoir pipe.

Q. What is the purpose of the dead engine feature?

A. By its use air may be taken from

the brake pipe and supplied to the main reservoir on an engine the pump of which is inoperative.

Q. How is this done?

A. The brake pipe is furnished with air from the leading engine and then by opening the $\frac{3}{8}$ -inch cut-out cock of the dead engine feature air may pass from the brake pipe to the main reservoir of the engine with the disabled pump.

Q. When should this apparatus be used?

A. Only when the air pump on the locomotive is inoperative.

Q. With a 70-pound brake-pipe pressure, what pressure will be obtained in the main reservoir when this device is used?

A. About 50 pounds.

Q. What is the object of the choke fitting?

A. It prevents a sudden drop in brake-pipe pressure when air from the main reservoir is used in applying the brake on the engine with the disabled pump.

Q. When the dead engine device is used, and the brakes applied by the leading engine, can the brake be released on the second engine independent of the leading engine and train?

A. Yes, the brake on the second engine may be released at any time by holding the special release valve in release position.

Q. If the locomotive brake be released in the manner just described can it be reapplied from the second engine; if so, how?

A. Yes, the locomotive brake may be reapplied by use of the independent brake valve.

Q. When double-heading, and the dead engine feature is being used, in what position should the automatic brake valve handle be carried?

A. Running position.

Q. What should be the position of the cut-out cock below the brake valve, when using the dead engine device?

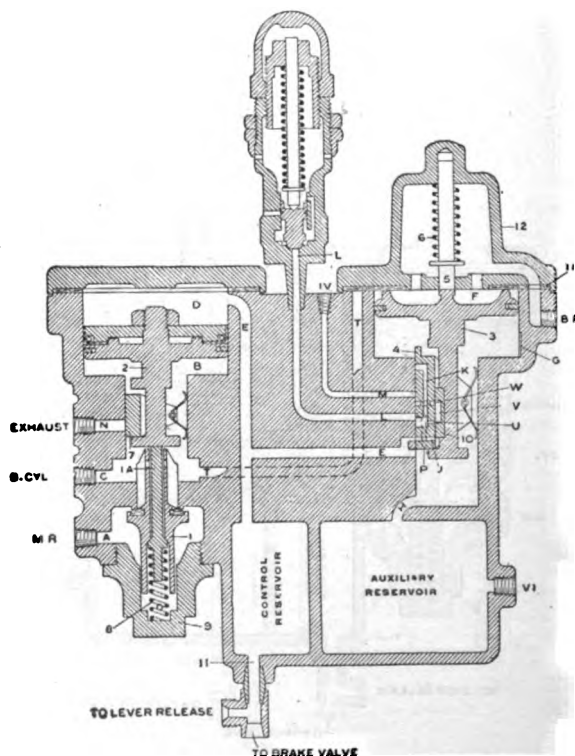


FIG. 19. AUTOMATIC CONTROL VALVE. EMERGENCY LAP POSITION.

A. It should be closed.

Q. What should be the position of the cut-out cock in the dead engine device, when not in use?

A. It should be closed; this is important, for if left open, and the check valve, DC-94, Fig. 21, be leaking, main reservoir air would be free to flow to the brake pipe.

BROKEN PIPES.

Q. If the pipe leading to the equalizing reservoir breaks what should be done?

A. Blank the broken pipe by placing a blind gasket in the connection at the brake valve, plug the brake pipe service exhaust port, and use the valve carefully in emergency position when making service stops.

Q. If the pipe connecting the feed valve to the automatic brake valve breaks, what may be done?

A. If this pipe breaks plug both ends, the brake valve will now have to be carried in release position, to admit air to the brake pipe, and as this will allow main reservoir pressure in the brake pipe, the maximum pressure head of the pump governor should be adjusted to the pressure desire to carry.

Q. If the supply pipe to the automatic control valve breaks what should be done?

A. As this will cause a loss of main reservoir air, the pipe should be plugged.

Q. If the supply pipe breaks, and is plugged, can the locomotive brake be applied in a service application; in an emergency application?

A. The locomotive brake can not be applied in a service application; but if the control valve be equipped with a quick-action cap and an emergency application is made, the air vented from the brake pipe to the brake cylinders will apply the brake.

Q. With the engine alone, where the brake pipe volume is small, if the supply pipe breaks, can the brake be applied?

A. Yes, with the engine alone, the brake can be applied, providing the control

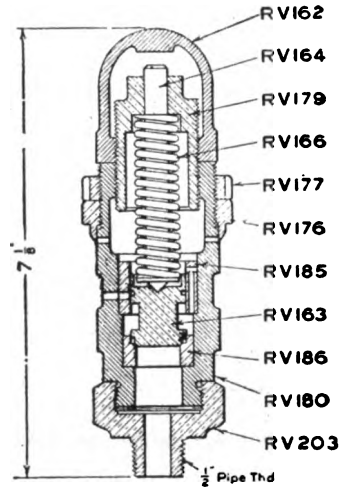


FIG. 20. THE 37 SAFETY VALVE.

valve is equipped with a quick-action cap.

To apply the brake move the automatic brake valve to emergency position, then return it to holding position, until the brake pipe is recharged to about 45 pounds, when the handle should be moved to lap position. The moving of the brake valve to emergency position causes the piston 3 in the control valve to move upward, the knob on the piston striking the graduating stem 13, causing it to compress the graduating spring 14, moving the emergency valve 15 upward, opening port Q, this allows brake-pipe air to flow on top of valve 16, unseating it, then through port T to the brake cylinders; then by returning the brake valve to holding position, admitting air to the brake pipe, it will be free to flow to the brake cylinders, applying the brake.

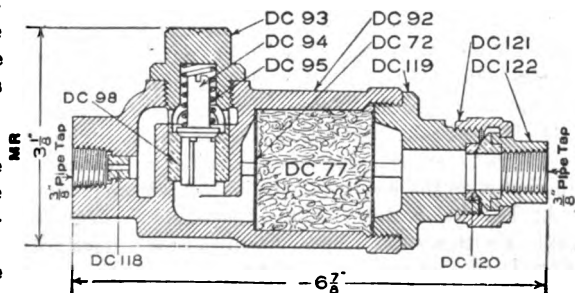


FIG. 21. STRAINER AND CHECK VALVE.

Q. What will be the effect if the control release pipe breaks?

A. The holding feature of the brake will be lost, that is, the brake will release when the automatic brake valve is returned to release position.

Q. If the control release pipe breaks should it be plugged?

A. No; as when this pipe is plugged any air leaking into the control cylinder will cause the brakes to creep on, which is often responsible for the loosening of tires, and that which tends to bring about this condition should be avoided.

Q. If the control release pipe breaks and is plugged how can the locomotive brake be released after an automatic application?

A. By holding the special release valve in release position.

Q. If the brake-cylinder pipe breaks can the locomotive brake be applied?

A. This depends on where the pipe breaks; if between the cut-out cock and any one of the brake cylinders, close the cut-out cock to that cylinder, and the other cylinders may be used. But if the pipe breaks at the control valve the locomotive brake will be lost.

Q. If the brake-cylinder pipe breaks and is not plugged, as when the brake is inoperative, what must be done?

A. The cut-out cock in the supply pipe must be closed.

Q. If the supply pipe cut-out cock is not closed, what will result?

A. There will be a great loss of air in main reservoir through the broken pipe when an automatic application of the brake is made.

Q. If the brake-pipe connection to the control valve breaks what should be done?

A. Plug the end leading from the brake pipe; the locomotive brake must now be released by holding the special release valve in release position.

Q. If the brake connection breaks and is plugged can the locomotive brake be applied with the automatic brake valve?

A. The locomotive brake cannot be applied with a service application as now there is no connection between the brake pipe and the control valve. However, if the brake-valve handle be placed in

emergency position, the blow-down timing port will be open to the control cylinder through the control reservoir pipe, thus admitting air to this cylinder, which in turn piston 2 to application position, unseating valves 1A and 1, allowing main reservoir to flow to the brake cylinders, applying the brake.

Q. If the control cylinder pipe breaks what effect will it have on the locomotive brake?

A. The brake will not apply.

Q. If this pipe breaks what should be done?

A. The pipe should be plugged.

Q. If this pipe breaks and is plugged can the locomotive brake be released with the special release valve?

A. This depends on where the pipe is broken. If the break is between the control valve and the tee where the pipe branches, one part leading to the special release valve, the other part to the automatic brake valve, or between the tee and special release valve, the use of the special release valve is lost; but if the break is between the tee and the automatic brake valve, the brake may be released in the usual manner with this valve.

Q. What will be the effect if the continuous feed pipe breaks?

A. If this pipe breaks it will cause a loss of air from both the reducing valve pipe and auxiliary reservoir of the control valve, and no doubt would prevent an automatic service application of the locomotive brake.

Questions and Answers.

BY JAMES GREGORY.

Question. I am running a superheater engine. There are parts of the road where we have long, heavy grades where engine must be worked at full or nearly full stroke much of the time, and this engine does not appear to have any advantage under such conditions over our old engines of same class using saturated steam, both hauling same tonnage. This does not seem right, as it was supposed that while the superheater has no more starting power than the other it would, after starting, do much better work; nor

does it seem to start trains so well. Why is this?

READER.

Answer. When engine is hauling train so slowly that she must be worked in full stroke, or nearly so, the advantage of the superheated steam is slight for, under such conditions the cylinder pressure is backed up by the pressure in boiler during the whole period of admission, and as the boiler pressure is the same in both cases the power would be practically the same. It is when the engine attains enough headway to enable you to work engine at short cut-off and use the steam expansively that the real benefit of superheating is shown; the shorter the cut-off, the greater the gain in economy and power. Superheating maintains a high cylinder temperature, thus preventing loss of initial cylinder pressure, and prevents undue loss of pressure by condensation during expansion, so that at any given cut-off the engine using superheated steam will do more work with the same boiler pressure than one using saturated steam. The expansion period is too short when engine is worked in full stroke to show any gain in power in favor of the superheater, but however slight, it is there, nevertheless.

Another thing should be taken into account when comparing the starting power of the old and the new engines. Your old engines may have had a couple of tire turnings, making the driving wheels enough smaller to add somewhat to the engine's leverage; and another feature worth considering is that possibly the old engines have Stephenson valve gear, which is another addition to their power to start or drag a train, and if the valve gear of the old engines should in some cases have much lost motion that would also add to their starting power. So, even if they did start better than the superheater engines it would not be surprising under those conditions, for the full tire of the new engines, together with the close-fitting valve gear connections, would both be somewhat of a handicap to them in starting heavy trains. If the new engines are equipped with the Baker or Walschaert, or any other gear providing for a fixed lead for all cut-offs they would be still further handicapped in

the matter of starting trains, as compared to the old engines; especially so if the latter have the Stephenson gear.

The superheater is often disappointing where too much is expected of it, but with better acquaintance we are more inclined to give it due credit for, when we consider the increase of power and economy of fuel effected by merely utilizing what would otherwise be wasted heat, the real benefit of superheating is apparent.

Q. We have some new engines here, the pin caps of which are held by a bolt that screws into the pin with a left-hand thread. What is the object of this? Why not a right-hand thread?

READER.

A. Those bolts screw clear through the pin into a pocket at inside of pin hub. Enough of the inside end of bolt is reduced one-eighth to accommodate two nuts. This reduced portion has a right-hand thread, so the principle aimed at is that in making the final draw on the first nut on the end of bolt there is no danger of starting the bolt loose in the pin, for if the bolt did move it would be in the right direction to tighten on account of left-hand thread.

Q. We have some new superheater engines. Some of the engineers running them believe they do better work, or, at least do it easier and with smoother riding when a light throttle is used than when run wide open. I think the superheater people recommend that full throttle be used on engines having superheaters. Please explain. J. M. C.

A. You are correct as to the recommended practice being to use full throttle and as short cut-off as will do the work, but the "superheater people," as you call them, are not running the engines. The engineer is the best judge of where the engine should be worked with regard to cut-off, and can usually be depended on to work engine where she will do the work the most smoothly. The fuel consumption might be a little more in the cut-off he chooses to work her in, but there she will work in spite of all recommendations from whatever source. When it comes to a slow-down and he must let her out, then he will give her all the

throttle she has. It is not a question of where she will do the best work with him, just so she is doing all that is required. It is of some importance to the engineer that she do it in a manner to cause as little wear and tear on himself as possible. There can be no hard and fast rule in such matters, for different valve gears, varying in adjustment and condition, all bear on the question of best method of handling, and what the average engineer is doing in that respect may be safely said to be the best that can be done under the conditions, all things considered.

Q. If a crank pin cap comes off is it safe to run engine without taking down that section of rods? W. D.

A. It is usually safe to run without taking down rods with pin cap gone, but judgment should be exercised in the matter, for much depends on which cap is gone, and what the type of engine. A temporary arrangement should be made when possible to take the place of the lost cap. Should the cap on forward pin on a consolidated engine come off, the rod end would be likely to strike guide yoke, as the clearance of pin is often slight with this type of engine. It might be well in such a case to use cap of some of the other pins if possible in place of the lost one, substituting a rough makeshift where there would be no close clearance limit, or run without, which is often done.

It is part of the modern engineer's mechanical creed to believe there is no use getting "fussy" about defective conditions that you merely happen to find by accident; broken flanges or bent axles are, of course, excepted, but many an engineer inspecting his engine after the completion of a trip has found something in such bad order as to make him wonder how he ever got safely in. Lost pin caps is one of the kind of defects he sometimes finds, but if it is the forward cap on a consolidated engine he will find it out very soon by the end of rod striking the guide yoke.

Q. If a lubricator feeds irregularly, that is, feeds faster with throttle shut off than when using steam, where would one look for the trouble? H. K.

A. That would indicate a too large or a loose choke plug. The opening in choke plugs grows larger with service and plugs should be replaced with new ones in such cases.

Q. On our superheater engines we have trouble with engines raising water so as to carry it into the feed chamber of the lubricator and, besides depositing dirt there, making it hard to see the feeds through the dirty water. Steam for the lubricator is taken from the fountain. Our water causes foaming. J. H.

A. Steam for the fountain is taken from the dome through a dry pipe or, at least, it should be. There is, perhaps, a tendency to carry water a little too high on those engines, as the effect of foaming is not shown at the cylinders on account of the wet steam being made dry in passing through superheater. The steam for lubricator being taken from the highest point in boiler, the only remedy is to carry the water lower, or keep it clean enough if possible so it will not foam.

Q. In what manner does the effect of wind add to train resistance and how can its effect be measured? SUBSCRIBER.

A. It would be a difficult matter to ascertain just what the effect of wind resistance to a train would be, striking it at the various angles the train presents, but an idea of this effect can be gained by taking the figures of one particular angle. The retarding force of wind on a train is greatest when the wind strikes the train at right angles; so, by taking the area of exposed surface of body of car, we can get an idea of the extent of this force at any given rate of wind velocity. A 30-mile-per-hour breeze gives a pressure of about 5 pounds per square foot; the area of surface of the body of box car of ordinary size is 280 square feet. Now, multiply this area by 5 and we get 1,400 pounds wind pressure against the side of the body of one car; then multiply this amount by the number of cars in the train, say 50, and we get the enormous figure of 70,000 pounds wind pressure. This pressure, in its effect as a hindrance to the train's movement, is practically the same as if there was one great brake shoe the full

size of the train pressing against it with a force of 5 pounds per square foot of surface of whole side of train.

It is a popular belief that the retarding effect of side wind is due to the friction of wheel flanges as the car is forced to opposite side of track by the wind pressure. The lateral pressure could not do that, as its force would be a trifling matter when compared to the pressure of wheels on rail, which would be the governing factor in that case.

Q. Can an engine be thumped as well to locate pounds by setting the driver brake as by blocking wheels? RUNNER.

A. In the matter of thumping for pounds in main rods or pistons it is plain enough that there would be no difference. As to the locating of pounds in boxes, there is some difference of opinion among engineers on this point which is not based on actual experience, but is rather one of the little prejudices to be found here and there among the men that no amount of argument can uproot. If the driver brake is all right the engine can be thumped just as effectively with the brake set as if the wheels were blocked. To claim otherwise is to assume the brake to be more powerful than the engine. It may be argued that the brake is more powerful than the engine, as it will bring engine to a stop when using steam and if set will prevent its being started, but this refers to the rotating action of the wheels, and the force of the brake is acting on the outside of wheel with a leverage much greater than that afforded the steam power acting on the crank pin. When the engine is thumped the wheels do not move, excepting to be thrust back and forth to move axle in driving box, or move box in jaws, whichever the case may be. The brake prevents the rotating of driving wheels while the test is being made.

Q. Is there any difference between the lifting and non-lifting injector? RUNNER.

A. No difference excepting that there is a special feature added to the lifting type to raise the water into injector, it being always set above the water level of tank. The non-lifting type is set lower than the lowest water level, the water flowing to it by gravity.

Q. Is the upward pressure on top guide bar any greater when engine is running fast at short cut-off than when working slowly at full stroke. If not, how do you account for the guide bar working more under the former condition?

ENGINEER.

A. The pressure on top guide bar would be greatest with engine working slowly with full throttle than at short cut-off, as the full power of piston would be exerted when the crosshead reaches center of guides, at which point the effect on top bar would be shown by the bending of bar, while at short cut-off the expansive force only would be acting against it with crosshead in center of guides. The effect would not be so noticeable at full stroke, it taking place so gradually. While at short cut-off the sudden upward thrust of crosshead springs the bar in a way to give the impression that the force acting against it is greater at that time.

Q. I am running an inside-admission piston valve engine. I am told to watch the valve stem glands closely lest they come off, which would seriously affect the power of engine. One man said it happened to him and that it nearly made the engine helpless. D. M., Div. 1.

A. The effect of packing gland coming off valve stem stuffing box would concern the exhaust force only, and if the engine would make steam the effect on the power of the engine would be nothing. An engine in that condition will sound lame at the exhaust, but the work done in the cylinder is just the same as if the gland was on. Unless the engine was already a poor steamer it is hard to see how it could be affected much by the reduction of exhaust force that would result in part of the exhaust blowing out around the valve stem, although it might make considerable difference.

Q. My engine has begun to steam poorly of late. Everything is in place in front end, no changes having been made since engine steamed well. I notice the exhaust does not pass out of the stack as centrally as it did. Would that affect the steaming, and how could it be so if the appliances in front end are all in line and tight? I will add that we use much

graphite in steam chests and cylinders. Would this have any influence toward making engine steam poorly?

W. R., Div. 10.

A. It is not strange that your engine is steaming poorly since the exhaust does not pass centrally out of stack. Nor is it strange that this takes place even though draft appliances that should control the exhaust are tight and in place. Engines rarely steam well in this condition and the fault will be found in the nozzle being gummed on one side, the effect of which is to deflect the course of the exhaust so as to impair its efficiency as a draft producer.

The fact that you use graphite does not prove anything, unless you use an excessive amount, for the same trouble will arise frequently from the excessive use of valve oil, and occasionally under the most favorable conditions we find the same trouble from neglect.

Q. With reverse lever on center, what port opening, if any, would be had with a Baker valve gear? With a Walschaert gear? With a Stephenson valve gear? I am told that the Stephenson doubles the port opening by moving lever from full stroke position to the center.

SUBSCRIBER.

A. Whether the Stephenson gear doubles the port opening by "cutting" reverse lever from full stroke to center position in quadrant depends upon how much opening was had at the full stroke position of lever; also, on the length of eccentric rods or, as expressed in another way, the radius of the link. With the Baker and Walschaert gears the opening of port in either position of the lever would be the same, this being a fixed opening; while, with the Stephenson the amount of opening would increase as lever is brought nearer to center with engine standing on either dead center position and, as stated above, the extent of this increase depends upon the radius of the link; so, the opening of port, or the lead opening, which it really is, may be doubled by moving lever from full stroke to center, as you have been told, and it may not, depending upon the design of the valve gear which varies with different types of engines.

Q. In adjusting a diaphragm sheet I am told to be governed by the effect of draft on fire; that is, to raise the sheet if fire burns too strong ahead, and lower the sheet if fire burns too strong at rear of firebox. In what manner does the position of sheet cause this effect on fire?

S. S. C.

A. The exhaust force in front end induces a circulation which is supplied by air being forced through fire from beneath it. If the draft sheet is low this great volume of air must be forced through a few of the lower rows of flues, and as the supply of air to feed the circulation will naturally come from the nearest point of supply, it will come through fire in the front end of firebox, that being the point nearest to the current of circulation. This great rush of air through front portion of fire will naturally cause an excessive amount of coal to be burned there.

By raising the sheet more flues are being opened, or rather, more direct circulation is afforded through them, and the air to supply this circulation comes through a correspondingly larger grate area, giving a more uniform draft on fire. If the sheet be raised to the highest limit the effect would not be to cause excessive draft at back end of firebox. What determines the position of the sheet usually is the effect on the cleaning of front end, for if it is too high the force of draft circulation will not be strong enough to drive the cinders out with that pulverizing force needed to pass everything through the netting, as is the case when the direct passage of the circulation is confined to the lower rows of flues.

Q. I understand it is the practice on some roads to set the back motion eccentrics on engines in fast service so that when engine is working in back motion, or when engine stands on center with lever in back motion, the valve has negative lead; that is, the port is lapped about one-eighth of an inch. What is the purpose of this? W. R., Div. 10.

A. This system of setting eccentrics was the result of a desire to avoid what was regarded as excessive lead caused when engines were worked at

short cut-off, especially on engines having short eccentric rods. In the short cut-off the motion of valve is controlled partly by the back motion eccentric, so it can be seen that the negative lead for which the back motion was set would, in a measure, reduce the positive lead for which the forward motion eccentric was set.

Q. Are water glasses reliable? We are being continually told not to rely upon them. I have not been running many years and would like to know under what conditions the water glass is not to be trusted, and what are the indications of it being unreliable? J. D. H.

A. The water glass is all right when it is all right, but it fails now and then when it seems to be working O.K. If you are working where it is the rule to bore out water glass valves at each wash-out you are fortunate, but there are places where the only attention given it is to keep replacing broken glasses until something happens. It may be nothing more serious than a stopped neck of the lower valve, and it may be worse. When the valves are free of mud and scale, as well as the nipples entering the boiler, there is usually little trouble with the water glass; but, in addition to this, joints in all of its connections must be tight, particularly those above the water line, for if there be any considerable leak there the glass will show a water level higher than it actually is in the boiler. A leak below the water line would, if anything, show lower water than the real level in boiler. The latter is not so dangerous, but neither is right. The gauge cocks are the only real dependable means for telling just where the water level is.

Q. If the gauge cocks are, as often claimed, more reliable than a water glass, why is the latter in such general use today, for it is pretty well known that the gauges are not often used when the glass seems all right? J. D. H.

A. The convenience the water glass affords the engineer is the only reason for its existence. Locomotive designers appreciate the fact that with the numerous appliances in the engine cab today, all of which demand more or less attention from the engineer, the matter of convenience in reading gauges of any kind,

especially that showing water level in boiler, is important, and for the reason that it takes less time to read a water glass than try a gauge cock, or two, the glass meets with general approval.

Q. If boiler check sticks wide open is there any remedy for it? Is it dangerous? READER.

A. The thing to do with a boiler check stuck wide open, after the usual treatment of tapping check casing fails is to prevent the hot water from getting back in tank or blowing out on the ground. Just shut the water valve of injector, also the overflow. It is thought by some that the boiler pressure in branch pipe is more than it will stand with safety, but the branch pipe must withstand the same pressure at all times when the injector is working, which is a pretty reliable test of its strength—enough, surely, to prevent any alarm in case of a stuck open check valve.

Q. What is the best way to fix up a case of broken valve yoke, or stem inside chest on a Stephenson gear engine?

SUBSCRIBER.

A. In such cases the valve is always found in front end of chest. First disconnect valve rod from rocker arm, then take relief valve off steam chest, which will enable you to reach the valve so as to push it back to its center position, or better, to a joint where one of the steam ports will be just a trifle open; then insert a block long enough so that when relief valve is screwed to place the valve will be held in the position desired, from the forward end, and the valve rod may also be secured so as to hold valve in place from the rear. The purpose of leaving one of the steam ports partly uncovered is to permit some steam to flow from steam chest to carry oil enough to lubricate the cylinder. It would also be well in any case of leaving up a main rod with valve disconnected to take out the cylinder cocks on that side.

Q. Central admission piston valves I am told are made hollow to permit the exhaust force from either end to equalize as much as possible its effect on the valve. What is the purpose of making the end admission valves also hollow?

W. R., Div. 10.

A. You are right as to the central or inside admission valve. The reason for making the "end" or outside admission valve also hollow is merely to lighten the valve. The steam, of course, is inside of it as well as at both ends, but there is no effect from that cause.

TRAIN RULES—STANDARD CODE.

EDITED BY GEO. E. COLLINGWOOD.

The discussion of the questions submitted on train rules will be from the "Standard Code of Rules," and whatever may appear in these columns should not influence anyone to depart from the rules as applied on the road on which the member is employed.

WHITEFISH, MONT., Oct. 27, 1913.

EDITOR TRAIN RULES DEPARTMENT:

The following order which was issued recently has caused much discussion and we will appreciate your opinion on it. Order No. 36, "No. 4, engine 1434, meet No. 3, engine 1433, at G. and hold main track, meet No. 27, engine 1459, at H." No. 3 and No. 27 are trains of superior direction.

Where should No. 4 take siding? In answering please note that there is a period after G. Is it a standard order?
J. D.

Answer: The order is improperly given and is not a standard order. The words, "Hold main track" should not appear in the middle of a train order form. That is, the order in question is known as a form A order and the form should have been followed as given in the rules and if it was necessary to add anything to the form it should have been added to the end of the form—never inserted in the middle, as such action destroys the form and puts the order outside of the authorized forms. The order should have read: "No. 4 engine 1434 meet No. 3 engine 1433 at G No. 27 engine 1459 at H, No. 4 hold main track at H." Our correspondent calls attention to the period after the station name G. Such period is improper in a train order as the standard code does not use any punctuation marks whatsoever, except at the end of the order where a period may be used. The reason for this is that a train order which is so worded that its meaning must depend upon a period or a comma is not a proper order to give for the movement

of a train. In short, the standard code forms are all so constructed that the meaning of any of them does not depend upon punctuation marks.

In my opinion the order should have been refused, as it is clearly improper under rule 201 which provides that train orders must be clear and in the prescribed forms when applicable. The prescribed form was applicable in this case.

CLEVELAND, O. Nov. 4, 1913.

EDITOR TRAIN RULES DEPARTMENT:

Can you furnish me with the proper definition of a "usual stop" as used in the rules and regulations of the operating department? For example, when a train is delayed at any of its usual stops more than three minutes the flagman must go back with stop signals and protect his train as provided in Rule 99.

Can a point which is not designated on the timetable and has not been bulletined and is not known to exist by more than 50 per cent of the men, be considered a usual stop? If so, how can a following train protect against a preceding train at a point which has no designated time, especially when the crew following does not know of existence of the point?

MEMBER DIV. 31.

Answer: The words "usual stop" do not appear in the Standard Code and as they have no definition they are not technically used. Therefore the term should mean simply a stop which is usually made by the train in question.

If you are working under standard rule 99 it requires that whenever a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. There is nothing in this rule which contemplates that any train may stop at any point, whether a usual or unusual stop, where it is liable to be overtaken by another train, without a flagman going back immediately. A stop which does not occur in ordinary practice cannot be considered a usual stop.

MUSKOGEE, OKLA., Nov. 5, 1913.

EDITOR TRAIN RULES DEPARTMENT:

No. 1321 is a first class train due to leave

A at 7:05 a. m. and No. 304 is a first class train in the superior direction due to leave C at 7:00 a. m. Order No. 9 is issued to No. 1321 at A reading, "No. 304 engine 661 will wait at B until 7:20 a. m. for No. 1321 engine 101." Later order No. 10 was issued reading, "Order No. 9 is annulled No. 304 engine 661 meet No. 1321 engine 101 at B." No. 1321 pulled in to clear at B and No. 304 passed there with engine 523 instead of engine 661. B is a blind siding. How must No. 1321 proceed? Div. 711

Answer: The rules provide that when desired, the engine number may be used, and, under rule 201, when such engine number is used it must be considered as essential as a means of identification. In my opinion No. 304 has no authority to accept an order reading engine 661 when it has engine 523, but having accepted it, it would become the duty of the crew of No. 304 to stop at B and advise No. 1321 that it was not 304.

So far as No. 1321 is concerned it cannot leave B because its order is not fulfilled. It holds an order to meet No. 304 engine 661 at B. It has not met that engine and therefore has not fulfilled its meet order. Personally the editor of this department does not consider the use of the engine number, in connection with the schedule number, as being good practice.

CENTERVILLE, IOWA, Nov. 5, 1913.

EDITOR TRAIN RULES DEPARTMENT: Please give your opinion of the following orders: Order No. 1: "Engine 20 will run extra A to C protecting against work extra 36 between B and C." Order No. 2: "Work extra 36 will protect against extra 20 West between B and C after 3 p. m." K. & W. Div.

Answer: Order No. 1 is improper under standard rules and should not have been given. Standard rules provide that when an extra is moved over a work train's limits it must be given a copy of the work train's order, but in this case the dispatcher has not taken the trouble to repeat the work train's order but instead has included a portion of that order in the running order given to the extra. Such action is improper under standard prac-

tice as it becomes what is known as a single order. That is, the work train holds one order and the extra another order covering the same movement, whereas the rules require that each train order must be given in the same words to all persons or trains addressed and Form H requires the work order to be addressed to the extra.

Orders No. 1 and No. 2 conflict and should not have been issued in that manner. Had the extra received a copy of the work train's order, and then order No. 2, it could have left B after 3 p. m.

WATERLOO, IOWA, Nov. 1, 1913.

EDITOR TRAIN RULES DEPARTMENT: No. 45 is due to leave its initial station at 11:45 p. m. A new time-table takes effect at 12:01 a. m., Nov. 2, showing No. 45 the same as on the old time-table with the exception that it is "daily except Sunday" instead of "daily." My understanding is that this change in day of leaving makes it impossible for No. 45, which left its initial station at 11:45 p. m., Nov. 1, to assume the new schedule.

J. J. H.

Answer: No. 45, which left its initial station at 11:45 p. m., November 1, can assume the new schedule at 12:01 a. m., Nov. 2, and proceed. The change in the heading of the schedule which indicates the days of the week on which the schedule shall be effective does not constitute a change in the day of leaving.

The words "day of leaving," which are used in Rule 4, refer to the day on which the schedule is due to leave its initial station and not to the day of the week on which a schedule is in effect.

CINCINNATI, O. Oct. 26, 1913.

EDITOR TRAIN RULES DEPARTMENT: No 4 is due to leave its initial station at 11:30 p. m., Oct. 29, but is delayed and does not get ready to leave there until 12:10 a. m., Oct. 30. A new time-table takes effect at 12:01 a. m., Oct. 30, and the schedules of No. 4 correspond as required by Rule 4. Can No. 4 leave its initial station at 12:10 a. m., Oct. 30? The time has not been changed on the schedule.

A READER.

Answer: No 4 can leave its initial station at 12:10 a. m., Oct. 30. The reason

for this rests in Rule 4 which states that a train authorized by the old time-table will retain its train orders and assume the schedule of corresponding number on the new time-table. The rule does not require that the train authorized by the old schedule actually leave its initial station before the new time-table takes effect. In this case the train was authorized but it was delayed and not ready to go until 12:10 a. m., but this fact does not change the authority of the train to assume the new schedule when it is ready to go.

Opposing trains must respect the schedule in any case so that the movement is entirely safe.

WHEELING, W. VA., Nov. 2, 1913.

EDITOR TRAIN RULES DEPARTMENT:
What is your understanding of the following order? "Extra 95 west will run ahead of No. 3 B until overtaken." In case No. 3 overtakes Extra 95 west at D and is displaying signals for a following section, can Extra 95 proceed after the first section passes, ahead of following sections until overtaken? H. H. G.

Answer: The above order is known as the 4th example of Form B. The explanation to this example states that the first named train will run ahead of the second named train from the designated point until overtaken and then arrange for the rear train to pass promptly.

Extra 95, having been directed to run ahead of No. 3 until overtaken, is authorized to run ahead of all sections using that schedule, and is also authorized to run ahead of each section until it is overtaken by each section. That is to say, Rule 218 provides that when a train is named by its schedule number alone all sections are included and each section must have copies of the order. From this it will be seen that each section of No. 3 is in possession of a copy of the order that Extra 95 is running ahead until overtaken and each section must run expecting to execute the order.

The words "all sections of that schedule are included" can only mean that the order applies equally to each and every section, and therefore Extra 95 may proceed ahead of each section in turn until overtaken.

The Pennsylvania Railroad Pension System.

One of the first acts of Mr. A. J. Cassatt on becoming president of the Pennsylvania Railroad in 1899 was to recommend to the board of directors that without delay a plan be placed in operation to pension employees who had reached the age of 70 years.

Records just compiled show that during the 13 years and 6 months the plan has been in operation, a total of 7,478 men have received payments through the pension funds of the Pennsylvania system of \$8,913,157.50 out of the earnings of the various companies. Of this amount, \$6,727,792.22 has been paid on the Lines East of Pittsburgh, and \$2,185,365.28 has been paid on that portion of the Pennsylvania System West of Pittsburgh.

Of those who have received pensions, 3,544 have died, so that at the present time there are 3,934 men on the pension rolls of the company. Of these, 2,949 are on the Lines East of Pittsburgh, and 985 West of Pittsburgh.

This plan, inaugurated by Mr. Cassatt, of taking care of faithful employees in their old age, provides that the entire pension shall be paid by the company. Every employee must retire at the age 70. In case of physical disability at the age of 65 the employee may be retired. The pension amounts to 1 per cent of the average salary or wage for the 10 years previous to retirement, multiplied by the number of years the man has been in the employ of the company.

No man may enter the service of the Pennsylvania Railroad after attaining the age of 45. So that any man retiring at 70 thus receives at least 25 per cent of his average annual salary of the previous 10 years. Employees retire without any obligation whatever to the Pennsylvania Railroad, and many of them engage in outside occupations.

The plan applies to every employee without regard to rank. Within the past five years two vice-presidents and the general counsel have been retired upon exactly the same conditions as control the case of a trackwalker or a brakeman.—*P. R. News Letter.*

The Journal

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CHARLES H. SALMONS - Editor and Manager

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Send the names and addresses of all members Initiated, Reinstated, Transferred, Expelled, Suspended, Withdrawn and Dead to the F. G. E., as per Section 16 of the Statutes. Also all orders for Division Supplies.

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THE GARDNER  PRINTING CO.
CLEVELAND, OHIO

DECEMBER 1913.

1913-1914.

With this number we close the year 1913, which has had in it some striking examples that demonstrate forcefully the truth that "The Lord helps those who help themselves."

In the workingman's field of commercial life one hour of brave effort coupled with your fellowmen is worth more than a year of longing for a better day, and what good has come to our members during 1913 has come from that congenial fellowship that gives strength to command the respect due to its members, and reimbursement for its services.

The award of the Board of Arbitrators of the Eastern Movement was a success that nothing but a strong union movement could have produced. The Bangor & Aroostook Railway strike came because the officials of that road refused to put the Arbitrators' Award in effect. The men are still out, but that company is paying very dear for its out-of-date

stand of running its business in its own way; besides, it is violating every principle of Safety First by the employment of men without either character or experience, and the complement of right principles and steadfastness are entirely with the members of the striking engineers and firemen.

The B. of L. E. and B. of L. F. & E. mutual agreement to work together on lines laid down at the Chicago Conference, ratified by the B. of L. F. & E. in convention, is in the direction of right social and financial success, each living in its own house, but each agreeing to work for peace and harmony, which adds mutual strength to both in the work of protecting and guarding the interests of our common whole.

In England the employers are proposing to imitate the American National Association of Manufacturers and contribute \$250,000,000 to a fund for the purpose of securing the right to individual bargaining which means an effort to destroy organization of laboring men, and put them in condition to be plucked of the liberty of any voice in the conditions under which they shall serve. The same incentive and intent is here, and it is not confined to manufacturers.

We have before us a declaration from The Waddell & Mahon Corporation, New York, who list hundreds of clients to whom they are to furnish strikebreakers when needed to fight organized labor. This is perhaps the most extensive one of these institutions who render this class of service, which not only involves strikebreakers but dirty snoops, willing to work among laboring men as detectives, join the union and create trouble where there would be none, so as to demonstrate the necessity for such institutions and, like the case in Cleveland, incite murder, the trial demonstrating that the inciter was in the pay of both the employers' association and the labor organization as a leader of the strikers.

J. K. Turner will say in the December *Mediator*, a publication paid for by employers, that the officials of organized labor keep themselves in office by machine rule; calls attention to the years Brother Arthur was at the head of the

B. of L. E., and says the present regime in all the four great railroad organizations is intrenching itself solidly, with a tendency toward autocracy and machine control.

We do not call attention to this because it deserves any particular attention, as Turner is doing the bidding of the employing class which employ him, but we desire members of the railroad fraternities to know the service and incentive.

If Turner would write of himself and tell the truth, it would have some real information in it that would make a very readable comparison with what he is saying in the *Mediator*, but he will never do that, and tell the truth.

The leaders of labor organizations may be easily removed if they do not perform their duties within the law of the Order, and, in harmony with the wishes of the majority, Bro. P. M. Arthur was made Grand Chief by this process; but the principles of the Order must be sustained by at least two-thirds of the members or its strength is sapped and its usefulness as a means of defense and advance endangered. We have had tests in 1913 which demonstrated that without solidarity we would have lost one of our strongest fundamental rules in our contracts, and it behooves every member of the Order to put his own house in order.

We are approaching that period of *Good will and peace toward all men*—Christmas—when we should examine our own sentiments. If we have complained of others we should make it our duty to get together by investigating the cause of our discontent honestly and, as we see things from different viewpoints, each look at the central figure, discover the wrong tangent, rectify it, and begin 1914 in peace, and with the added strength that a united force gives and, as nothing strengthens organized labor more than a demonstrated interest in the welfare of all, follow the Golden Rule and hunt out those less favored and do as you would be done by for them.

1914 will open with a demand upon the loyalty of all, as we must begin the year with a friendly discussion of the rights, duties and incomes of a great factor of

the Order. It will require loyal and intellectual efforts, and those chosen to lead should be heartily sustained in their efforts, for they will be honest efforts, and the success that will come depends largely upon the support given by those for whom the service is rendered.

We now have 73,100 members in good standing. That should be 75,000 at the opening of 1914, and will be if the right effort is made.

The JOURNAL carries with it the hearty greeting of the Editor for a Merry Christmas and Happy New Year and all the year 1914.

Cause and Effect.

There is a natural tendency to look at the success of the successful man and not at how he won his success. It is human to cater to those who have much because of an inward thought that those with much might extend favors that those with little could not. The newspapers, most of them, in expressing opinions intended to bias public sentiment are very likely to first estimate what financial influence it will have on the wealthy who buy advertising space, and can extend other favors. So, we must estimate the actuating cause if we are to get a correct view of the apparent bias in many opinions expressed which are apparently intended to bias public opinion but, in fact, are written to please the source from which the writer assumes he can get the greatest sustenance.

Newspapers will publish dispatches relative to a break in the relations of the employer and employee, but seldom, if ever, discuss the merits of the controversy for fear they will offend the Capital side of the question, and very few newspapers will print a statement of the controversy from the Laborers' standpoint. So, the cause for the disagreement is nearly always from the employer's viewpoint, the public being left to absorb the effect which may seem to corroborate the employer's statement, a serious handicap to Organized Labor, which seldom gets into trouble with an employer when a valid reason cannot be given. But we are dealing with human

• affairs in which the dollars play queer pranks with morals, and Organized Labor, the product of absolute necessity, if it gets a reasonable share of the dollars, must stand steadfast shoulder to shoulder, with the members sufficiently versed in its principles to be able to defend its demands if we are to educate the public to the need of our existence, and needs of the things we stand ready to make sacrifice to obtain.

There are too many who just belong and who keep just at the edge of an infraction of law that would expel them, a load to be carried by every labor organization, but when they get into trouble they want ten times as much done for them as a good working member would ask.

It may be too much to expect, but we will express the hope that the true value of the B. of L. E. to every member may be recognized by all, and especially by those who are in from policy rather than real interest, and that the New Year may find them standing up to the line of duty to the Order with a full realization that their own personal interests are deeply involved, for a weakness means the dwarfing of the conditions which have come through years of earnest effort of those loyal and true to the principles of the Order, and always ready to make sacrifice to preserve its usefulness.

The Fall of Governor Foss.

Eugene N. Foss, governor of Massachusetts, apparently not in favor with any political party in his state, concluded he would run politics as he would his own business, and that it was not the public's business to dictate to him what he should do in politics, and evidently, had a notion that "N. A. M." was the only power he needed to consult. The *New York Call* says:

"A meeting of Governor Foss' campaign committee was held on October 21 and was attended by a representation of the National Association of Manufacturers, who is said to have promised the governor financial support on account of his reactionary stand on the labor question. The manufacturers represented were both within and without the

state. Those who were in Massachusetts promised to do everything possible to elect the governor with the understanding that the paramount issue was to be opposition to organized labor."

This, no doubt, had an influence in inducing the governor to issue his letter of warning to the engineers and firemen, in which he threatened to call a special session of the legislature and have a law passed prohibiting strikes, and that he would see that the Massachusetts Legislature made a request on the National Legislative bodies at Washington to have the Massachusetts law made a national law.

We thought his letter was rather queer politics, but since the *Call* says he was, at least in a large sense, a representative of the National Association of Manufacturers as a candidate for governor, we can hardly be surprised at the contents of his letter to the engineers and firemen's committees, as he evidently had to fire some big gun at organized labor to satisfy the manufacturers who were, the *Call* says, to pay the political bills. As the letter to the committee bears evidence that he did not give any particular consideration to the fact that the laboring man's vote counts for as much as that of a manufacturer, we naturally conclude that Foss believed that the laboring men were mere tools and would vote as they were told by the manufacturers. We base this conclusion on his attitude toward his own employees when they desired to tell him of conditions imposed by him that were undesirable, and he refused them a conference, and taken altogether, the circumstances warrant the conclusion that instead of the laboring men being led Foss was the one who through his antipathy toward organized labor, a large element of ego, and his presumption that his class, the manufacturers, could accomplish big things political, *a la* Mulhall, he ran independent of any party except the Manufacturers' Association, and he got what was rightfully coming to him.

There were four candidates, Democratic, Republican, Progressive and Foss, Independent, and out of over 444,-

000 votes Foss got 20,815, with O. L. Walsh, the Democrat, receiving 180,368; the other 243,300 divided between the other two candidates.

This result may take some of the conceit out of Governor Foss, for the vote shows that he was even a poor representative of the National Association of Manufacturers, who have assumed to exercise a very large influence in political affairs, and the show-down must be exceedingly disappointing to them and it puts Governor Foss much in the position of the Chicago doctor who lost his patient, and on making out his certificate of death wrote his own name in the space reserved for "cause of death."

The election is of more than common interest to the great number of members of organized labor in Massachusetts and elsewhere, for it shows that the members of organized labor can eliminate such enemies as Governor Foss from any political place, and regardless of the presumed power of the N. A. M., who can combine their dollars and work their schemes in the direction of higher cost of living; but in politics if those who do the manual labor vote for their friends they will have friends in office, for they have the votes and have a right to cast them as they see fit, and they may consistently feel pleased with the results in Massachusetts.

Badges for Division Officers.

In the Monthly Statement issued by the Grand Chief Engineer will be found a paragraph which calls attention to Section 109, page 56, of the Statutes, which defines the badge of office for officers of Divisions, and suggests that many of the Divisions organized since 1910 are doing without this legal qualification to perform the duties incident to their official place and authority.

This is neither legal nor proper, and the officer in a Division meeting without the proper badge representing his office can have little ground for complaint if he does not receive the courtesy due the office he occupies. On the other hand, a Division which is willing to shuffle along without proper official equipment will very likely shuffle along in other

matters and lower both the dignity and value of the Division to its members. The cost is little, \$1.50 for each official badge, or \$10.50 for the set, and we hope that every Division without them will send in their order to the F. G. E. and spruce up, for if you are shiftless in one thing you are sure to be in others. It is the painstaking and law-abiding that bring best success in all things.

Conciliation and Arbitration Law.

WASHINGTON, D. C., October 27, 1913.

C. H. Salmons, S. G. E., Editor Journal:

DEAR SIR AND BROTHER: Pursuant to a conversation at the recent meeting of the Board in Cleveland, I am sending you copy of the new mediation, conciliation and arbitration law which supplanted the Erdman act.

I have on hand a large number of copies of this document, and shall be pleased to supply any number that may be requested by you or any locomotive engineer. I also have in stock or am in position to secure information and documents on almost any matter pertaining to laws or pending legislation, especially that affecting directly the welfare of railroad employees, which will be gladly furnished.

Fraternally yours, H. E. WILLS,
A. G. C. E. and National Legislative Representative B. of L. E.

(The new law will be found on page 49, this issue, and deserves careful reading and general understanding of its import.—EDITOR.)

LINKS.

THE first quarterly union meeting of the six B. of L. E. Divisions located in the city of Columbus, O., will be held Sunday, Dec. 14, 1913, at 9 o'clock a. m. All members of the B. of L. E. are cordially invited to attend.

Governor Cox will address the meeting at 3 o'clock p. m., and other good speakers will address the meeting during the day. Come one, come all. Meeting will be held in Div. 34's hall, 280 S. 4th street.

CARL F. SMITH, Chr.,
1439 Mt. Vernon Av.

BRO. SAMUEL I. CLEMENS, member of Div. 816, Hazleton, Pa., has been ap-

pointed assistant road foreman of engines and fuel inspector of the Mahonoy and Hazleton division of the L. V. R. R.

Yours fraternally,
JAMES GOYNE, S.-T. Div. 316.

BRO. G. A. MARCH, member of Div. 59, Rensselaer, N. Y., who has become a prominent business man of the city, was unanimously elected a director of the Rensselaer county bank. The many friends of Brother March are congratulating him, and wish him continued future success. Fraternally yours,

D. F. TEELING, S.-T. Div. 59.

BRO. F. E. SMITH, of Div. 248, former Chief Engineer and delegate to the Detroit Convention in 1910, present air brake instructor, Chicago division L. S. & M. S., was elected mayor of the city of Elkhart, Ind., on Nov. 4, for the term of four years, beginning Jan. 1, 1914.

Brother Smith will take to the management of the affairs of the city the same efficiency displayed by him as a locomotive engineer, and in the various official positions in the service of the L. S. & M. S. R. R. and the B. of L. E.

Fraternally yours,
J. H. CALKINS, S.-T. Div. 248.

We have a customer for a complete set of the JOURNALS from 1867 to the present. Anyone having preserved all the JOURNALS and wanting to dispose of them will find it to his interest to write to The John Clark Co., 5511 Euclid avenue, Cleveland, O.

THE Chairman of the Illinois Legislative Board has completed his report of work done by the executive committee at Springfield, during the session of the Forty-Eighth General Assembly, and a sufficient number of copies have been sent to the Secretaries of each Division for every member. Don't fail to get a copy of same.

C. E. LONG, Sec.-Treas.

BRO. MYER HURLEY, member of Div. 296, widely known as general chairman of the G. C. of A., A., T. & S. F. system, and who was appointed a member of the Utilities Commission of Kansas,

but resigned to accept a position as Eastern representative of the Hurley Tool Company, of which his brother Edward, member of Div. 253, is the guiding spirit, tendered his resignation as commissioner, which was accepted by Governor Hodges on October 10.

On August 5 Div. 391, Ft. Madison, Ia., a Santa Fe Division, gave an excursion to the Keokuk Dam, which Brother Hurley joined by invitation and which was his last visit with his many friends on the Santa Fe, and these friends took this occasion to present him with a watch, chain and charm, Bro. James Thomas, of Div. 234, another A., T. & S. F. Division, Topeka, making the presentation.

Of course Brother Hurley made a speech of acceptance, but Brother Hurley would not like me to tell what he said nor how he said it. You know there are times when one would like to be very expressive in words, but results rather in a demonstration of feeling, the words coming to the mind when it is too late for the occasion.

It was a highly appreciated demonstration of fellowship, but it was a separation as well. He was going away to a new field, a new business and among strangers, and he wants me to say through the JOURNAL that he appreciates beyond expression the good-will and fellowship of the Brothers on the Santa Fe; that he is in charge of the business of the Hurley Machine Company, 1010 Flat Iron Bldg., New York City, and will be glad to see any of them when they come to the big city. He says he has no stock to sell and that he is not up on any Wall Street scheme that need make anyone afraid to call. He likes his new work; the business is successful, but misses the friendly greetings he was so long accustomed to, and those who call will be very welcome, not for business, but for the sake of the fellowship the B. of L. E. has engendered.

A FRIEND WHO KNOWS.

GREEN LAKE DIV. 549, with their families, spent the most enjoyable afternoon and evening Sunday, Oct. 26, that any of the members have had in the history of the Division, the occasion being a sort of joint meeting of Div. 549, B. of L. E.,

and Div. 539, G. I. A. to B. of L. E., which was organized here last May. There was a joint meeting at the request of Div. 549, to present a beautiful roll-top desk to Div. 539, which presentation was made by our worthy Chief, G. W. Tyler, in a few well chosen words, after which Sister Storer very appropriately responded in behalf of the members of the G. I. A. Then, to the great surprise of all the members of Div. 549 who were present, Sister Storer, who is President of Div. 539, requested the Brothers to draw a card from a box, which card read as follows: "No. 3 — 6:30 p. m.; Fireman, Mrs. Smith." After the Brothers had all drawn their cards Sister Storer informed them they were to escort the Sister whose name appeared on their card into the spacious dining hall, where there was another surprise awaiting the Brothers, which was a dinner that the Sisters had in some manner smuggled into the hall while the Brothers were in business session. The only members of Div. 549 who were taken into the supper deal were Brothers H. P. McDonald, E. J. Pelton and G. E. Storer. These Brothers have all the rest of us beaten hands down when it comes to waiting on the ladies.

The cooking was presided over by Sister Pelton, who spared no pains to see to that department, which I assure you she did with great credit to herself and assistants, as the dinner certainly was a grand success in every way. After dinner the Brothers were treated to cigars and told to repair to the smoking room and, while we were having our smoke and discussing how well we enjoyed our dinner, the Sisters cleared the tables, after which we all returned to the hall. Then the amusements began, in which all joined.

There were guessing contests, vocal and instrumental music, also a few remarks from some of the Brothers pertaining to the welfare of our noble Order and Auxiliary.

The dining hall was presided over by Sister Storer, President of the G. I. A. Table decorations were carried out in Halloween effect, which was appropriate.

I assure you Sister Storer was on the job all the time. She saw that all were well satisfied ere they left the hall.

Sister Storer's ability as head waitress was fully demonstrated to the entire satisfaction of all present.

As honor guests, our M. M., Mr. Geo. M. Winney, and wife were present.

After dinner was over and just before we retired Mr. and Mrs. Winney each gave us a nice talk, in which they heartily thanked us all, but more especially the ladies who had gone to so much labor in getting up such a splendid dinner.

The Brothers were all enthusiastic in their praise and went home more interested in the B. of L. E. and the G. I. A. than they ever were before. We are all satisfied that a Division of the B. of L. E. is incomplete without a Division of the G. I. A.

Will conclude by wishing the B. of L. E. and the G. I. A. all the success possible.

Yours fraternally,

D. F. DUGAN, Div. 549.

THE Kansas City union meeting was a decided success, and I would have liked for every member of our Brotherhood and especially the general chairmen of the Western territory to have heard Brother Swearingen, of Div. 824, tell of his experiences on his trip in search of employment.

Brother Swearingen arrived in Kansas City on the morning of the union meeting, November 9, after a trip through the northern part of the United States and the great Canadian Northwest, where to use his own words he spent two months consorting with the world of unemployed members of our Brotherhood. He told us of the dozens he had seen who are among the class who do not eat regularly, the shoes of many of whom have no soles, who receive letters from home telling them of loved ones in need. He called our attention to the fact that these Brothers pay just as much dues and assessments as the Brother with the fine run. He told us of the roads that have no agreement to hire a per cent of their engineers and he told us of a condition more to be regretted where there is an agreement to hire a per cent and a

high salaried general chairman who makes no effort to compel the railroad company to live up to it. He called our attention to the fact that nearly all of the roads running into Kansas City have an agreement to hire 50 per cent. and that with the exception of the Kansas City Terminal and the Kansas City Southern, there is not one of them living up to it and no effort being made to compel them to do so. He told us of asking for employment on the C. P. R., at Winnipeg, where the present agreement requires the company to hire 25 per cent of its engineers. On this division one engineer was hired six years ago on account of an emergency and 206 firemen have been promoted subsequent to the hiring of that man, and of a division on the N. P. where there have been 108 men promoted since an experienced man was hired. On this road an agreement exists requiring the company to hire 50 per cent.

Now, Brothers, every statement made by Brother Swearingen is sad but nevertheless true, and as bad as they sound the time is coming when we will be compelled to look this proposition squarely in the face, for with the suspension of extensive railroad construction in the United States and the increased size of the power causing the number of active engineers to decrease instead of increase and the supply constantly increasing through promotion, and the idle list becoming larger, more starved, and more disheartened, how long do you expect them to remain loyal?

Now I expect I have taken up more than my allotment of space, but I would like some of the other Brothers who are thinking along these lines to express their views through the JOURNAL and see if we cannot start a movement to decrease the number of promotions and give employment to some of our deserving idle Brothers.

The evening session was an open one, and the members were invited to bring their families, also the members of the B. of L. F. & E. were invited to bring their families and attend. There was a good attendance and the Brothers found that it is very enjoyable to have one ses-

sion that is given over to pleasure, where business and argument have no part.

The following program was rendered: Address of welcome, Bro. Chas. Goodwin, chairman; mandolin solo, Master Opal Prewitt; mandolin and violin trio, Masters Opal Prewitt, Claud Clapp and George Norton; talk on the early days of the B. of L. E., by Bro. W. W. Brownhill, of Leavenworth, who is past 80 years old; vocal solo (A Spray of Roses), Miss Margaret Durkin; a tribute to the ladies of the G. I. A., Bro. W. S. McKis-kill, chairman G. C. of A., M., K. & T. system; vocal solo, Miss Grace Nelson; recitation, Miss Margaret Abbott; piano solo, Mr. T. E. Blanchard; song, Master Jack Bates, age 4; piano solo, Master Willett Abbott; recitation, Mr. Chas. Goodwin, Chairman; reading (Aunt Dalefules Visit), Miss Katherine Abbott.

This program was enjoyed by all present and we wish through the columns of the JOURNAL to thank Bro. Chas. Goodwin, of Div. 178, who first suggested the open meeting, and whose efforts contributed so largely toward making it a success, and also Bro. J. R. Quigg, Chairman, and Bro. M. P. Phalan, member of the executive committee, and Bro. C. H. Prewitt, publicity secretary, who arranged the program, as well as the ones who assisted by taking part.

Faternally, H. O. HUSKEY, Sec.

THE first St. Louis, Mo., quarterly union meeting of the Brotherhood of Locomotive Engineers was held at the Auditorium of the R. R. Y. M. C. A. on Sunday, October 12. The morning session, which was held under the auspices of Div. 327, was confined to initiation of candidates and exemplification of the secret work.

Bro. W. M. White, who performed the initiatory work, did it in such a creditable manner that too much praise cannot be given him for his work.

Bro. G. W. Smith, general chairman of the Burlington system, and Bro. John Moran, general chairman of the Missouri Pacific Railway, made some remarks relative to explaining the conditions now existing between the railroads and the Brotherhood in the Western

Concerted Movement now in progress.

Div. 327 closed at 12:45 p. m. and the first quarterly union meeting opened at 2 p. m. with Bro. H. A. Walter presiding. Some very interesting remarks and discussions were entered into by several of the Brothers in attendance. The meeting was represented by 30 different Divisions.

Bro. C. G. Mee, Div. 708, Kansas City, Kans., opened the discussion by paying tribute of congratulations to Div. 327 for the commendable manner in which they conducted the initiatory services and then spoke on the conditions now existing on the N. Y., N. H. & H. Ry., and explained some of the conditions that existed before seniority was in practice.

The following resolution was offered:

WHEREAS, We learned through the report of the Grand Office of the untimely death of our dear Brother, John F. Ensign, chief boiler inspector for the Federal Government, and

WHEREAS, He has rendered such inestimable service to the engineers of the United States through the organization of his department and his life of devotion to the good of our Brotherhood; therefore, be it

Resolved, That we extend our sympathy to the bereaved family.

Brother Adair, of Div. 327, who is a member of the Interstate Commerce Commission, favored us with some remarks relative to safety appliance and boiler inspection, and also suggested that the engineers make their business more public.

Brother McCaskill, general chairman of the M., K. & T. Ry., favored us with some remarks of how railroad conditions were several years ago.

Bro. C. G. Brittingham, chairman of the Missouri State Legislative Board, made some very interesting remarks relative to the needs of legislation and what has been accomplished by legislation, and cautioned the Brothers to strictly obey the rules of the company and State and federal laws.

Brother Hoskins made an address relative to the betterment of our organization, and his remarks were well ac-

cepted and received with great applause.

The following resolution was offered:

Resolved, That it is the sense of the B. of L. E. in union meeting assembled at St. Louis on Sunday, Oct. 12, 1913, that as a measure of safety and vital importance to both ourselves and to the public we recommend that an efficient speed indicator and recorder should be placed on every locomotive in road service in this country, and a copy of this resolution be furnished our Interstate Commerce Commission, the press, and our Grand Chief.

Mr. Frank J. McManamee was indorsed as chief boiler inspector to succeed the late Brother Ensign.

A resolution was offered extending thanks and appreciation to Mr. McKim and the management of the R. R. Y. M. C. A. for the honor and courtesy extended to us while in session in this building.

The evening meeting was an open meeting and was well attended. The ladies turned out in large numbers, and the hall was filled to its capacity, although we were somewhat disappointed at not having our Grand Chief or some of the Grand Officers with us, but we were certainly very fortunate to have with us such able talent as Brother Brittingham and Brother Hoskins, who entertained the audience with some very interesting remark

Mr. McKim, secretary of the R. R. Y. M. C. A., favored us with closing remarks. Mrs. McKim favored us with a piano solo.

After prayer by Mr. McKim the most successful union meeting ever held in the western district closed at 10:15 p. m.

H. A. WALTER, Chr.,

C. E. LINDQUIST, Sec.

THE second annual system union meeting on the Norfolk & Western Railway was held in Roanoke, Va., on October 14, 15 and 16, 1913, and was a success from every point of view. This custom was only started last year by one held in Bluefield, W. Va., but has already become an occasion to which every engineer on the Norfolk & Western Railway looks forward to with pleasure.

The one just held was a joint meeting of the B. of L. E. and G. I. A., and was opened on Tuesday, Oct. 14, in the beautiful new Masonic Temple just erected in this city. The engineers held their sessions in the Masonic Hall, while the G. I. A. were very fortunate in securing the Eagles' Home, which has just been erected and is one of the most beautiful buildings in the state of Virginia.

Bro. M. J. Fowler, of Div. 301, was chairman of the Committee of Arrangements, and Sister W. H. Hitt, President of Div. 68, G. I. A., was chairman of the Women's Committee, and, with an able corps of assistants, made this meeting a success from start to finish.

The first secret session of the B. of L. E. was held on Tuesday, Oct. 14, at 10 o'clock, and was called to order by General Chairman A. M. Cousins, who explained in a very able manner what these meetings were held for and asked all the Brothers to express themselves as to what this grand old Order had done for them, and also what the engineers needed most on this system.

He was responded to by Brothers from every terminal from Columbus, O., to Norfolk, Va., and also branch lines.

The oldest engineer in this part of the country, Bro. Phil Crannis, of Crewe, Va., made a fine speech, telling his experience of 43 years as an engineer in the employ of the N. & W. Ry.

Brother Crannis was a charter member of the first Division organized on this system, and is well known throughout this land of ours, as he has attended every convention for the last 25 years. He is now on the retired list, having been pensioned last year by the company at a comfortable salary.

On Tuesday evening at 8 p. m. a joint public meeting was held in the same hall. A good program had been prepared for the entertainment of the visitors. The address of welcome was delivered by Rev. W. F. Powell, "the railroad man's friend." He is pastor of Calvary Baptist Church, and is one of the most beloved men in this city. His address was enjoyed by all present.

Mr. W. N. Doak, general chairman of the B. of R. T. of the N. & W. Ry., delivered a fine speech on organization.

After an instrumental solo by Miss Myrtie McDonald, daughter of Bro. H. E. McDonald, Div. 743, we were favored with a speech by Mr. N. D. Maher, vice-president of the N. & W. His speech was appreciated by every Brother present. Mr. Maher is known by every one of the Brothers as "father" on account of his goodness and liberality to the men. It was a real treat to listen to his address.

After other instrumental solos by

daughters of our Brothers we departed for our homes, feeling that great good had been accomplished by this meeting.

On Wednesday the B. of L. E. and G. I. A. held secret sessions in both morning and afternoon which were more largely attended than on Tuesday.

Wednesday evening at 8 o'clock the banquet was served in four courses to about four hundred engineers, their families and friends. Mr. W. N. Doak was toastmaster and he called upon Bro. C. W. Irvin, road foreman on the Rodford Division, to make the first speech, which he did in a very able manner. Speeches were made by several prominent B. of L. E. men from various points on the system.

This enjoyable occasion was brought to a close with an address by Mr. John Wood, Secretary of the Chamber of Commerce of this city. He is a very entertaining speaker and his address was enjoyed by all. He is an old Roanoke boy and has just been elected Secretary of the Chamber of Commerce of Roanoke, having lived in Atlanta, Ga., for many years in the same capacity. His many friends welcome him back home.

At 10 o'clock all left the banquet hall for the Eagles' Home, which is only a block away, for the ball, which was to close the day's sessions. Dancing was indulged in by a great many until 12 o'clock, when all thought it best to get a little sleep for the next day, as Thursday's program promised to be the crowning event of the System Union Meeting.

Excellent music was furnished for the banquet and ball by White's Orchestra, which is one of the best musical organizations in Roanoke.

On Thursday morning at 7:30 we left for Luray, Va., to see the Beautiful Caverns of Luray, which are called the eighth wonder of the world. Luray is 150 miles from Roanoke and, through the courtesy of the Norfolk & Western Railway, we were favored with the best train that ever pulled out of the N. & W. station at this place. This train was composed of engine 598 and all new steel cars, this company just now receiving a large lot of the most modern, all-steel coaches in the United States. This train was in charge of Conductor N. J. Leffler, and Bro. W. L. Noftsinger, Div. 745, on the head end. The trip was very pleasant and, of course, the Caverns were a sight long to be remembered by all. This is a place everyone should visit, as it is impossible to describe it.

We returned to Roanoke at 10 o'clock p. m., and on Friday all the visitors departed for their homes at various points on the N. & W. Railway, all voting that this meeting was a decided success and the hospitality of the Roanoke people would long to be remembered.

We were very much disappointed at not being favored with the presence of a Grand Officer, but suppose they were all busy; but if they only knew what they missed some would have been with us.

Great credit is due Bro. M. J. Fowler, chairman, who so ably conducted this whole affair. His selection of Sister Hitt as chairman of the Women's Committee was indeed a wise one, as everyone who attended will testify.

A halftone picture of the committee will be found on page 1085, all of whom received the thanks of the association for their earnest efforts.

Bro. Fowler is owner and patentee of the Fowler track sander apparatus, which is now being tested on this system. He is a very prominent member of Div 301 of this city.

Fraternally,
W. H. HITT, S.-T. Div. 743.

SPECIAL NOTICES

Sno. 85. It shall be the duty of members away from the location of their Division to at least once in three months make their whereabouts known to the Division, and always when changing their permanent address. Failure to do so shall be sufficient cause for expulsion.

Wanted—To know the whereabouts of Mr. Herbert M. Thurston, who was traveling engineer on the Sea Board Air Line, and when last heard of was at Raleigh, N. C. Any information will be thankfully received by Mr. John M. Short, 55 11th street, Wheeling, W. Va.

Wanted—To know the whereabouts of Engineer Charley J. Akins, last heard of at San Blas, Mex. Kindly notify his daughter, Miss Jessie Akins, 710 Lillith street, Pendleton, Ore.

Wanted—To know the whereabouts of Engineer John Callahan, formerly of Syracuse, N. Y. Kindly communicate with Mr. Wm. O'Brien, 308 Cedar street, Syracuse, N. Y.

Wanted—To know the present address of one Preston Weeks, last heard from in Denver, Ill. Kindly communicate with his sister, Mrs. James Moore, Auburn, Me.

Will Bro. G. E. Kries, member of Div. 785, whose last known address was Gardner, W. Va., kindly correspond with Bro. Chas. Godby, S.-T. Div. 785, 304 Straley avenue, Princeton, W. Va.

Traveling card belonging to Bro. T. C. Hasley, member of Div. 71, has been lost. If found, kindly forward to Bro. John Kiefer, S.-T. Div. 71, 4408 Wayne avenue, Philadelphia, Pa.

Wanted—To know the whereabouts of Bro. H. C. Rogers, member of Div. 676. When last heard from he was in Algiers, La. Kindly address Bro. W. F. V. Newton, S.-T. Div. 676, 8a Montiel 8, Orizaba, Mex.

OBITUARIES

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Collinwood, O., Sept. 9, Bright's disease, Bro. C. E. Rush, member of Div. 3.

Silvis, Ill., Nov. 7, pneumonia, Bro. E. A. Myers, member of Div. 16.

Ocean Beach, Cal., Oct. 6, apoplexy, Bro. J. W. Franks, member of Div. 27.

Seattle, Wash., Oct. 16, Bro. A. H. Smith, member of Div. 28.

Lynchburg, O., Oct. 21, arterio sclerosis, Bro. S. S. Puckett, member of Div. 36.

Hornell, N. Y., Oct. 18, blood poison, Bro. Wm. F. Smith, member of Div. 47.

Hyndman, Pa., Aug. 6, cancer, Bro. D. E. Shaffer, member of Div. 50.

East Millstone, N. J., Nov. 8, suicide, Bro. John A. Van Nys, member of Div. 53.

Oneonta, N. Y., Oct. 21, tuberculosis, Bro. J. B. Cline, member of Div. 58.

Hudson, N. Y., Oct. 11, heart disease, Bro. M. Welch, member of Div. 59.

Portsmouth, N. H., Oct. 6, heart trouble, Bro. C. O. Hill, member of Div. 61.

Milwaukee, Wis., Oct. 12, drowned, Bro. Jas. J. Whitty, member of Div. 66.

Philadelphia, Pa., Oct. 26, uremia, Bro. Millard I. Karcher, member of Div. 71.

Madison, Wis., Oct. 27, pneumonia, Bro. Chas. C. Standard, member of Div. 73.

Danbury, Conn., Oct. 30, typhoid fever, Bro. Thos. Ellegette, member of Div. 77.

New Haven, Conn., Oct. 24, heart failure, Bro. C. M. Chapman, member of Div. 77.

Danville, Ill., Oct. 18, fell under engine, Bro. C. J. Veig, member of Div. 100.

Escanaba, Mich., Nov. 7, pneumonia, Bro. J. E. Donovan, member of Div. 116.

Corning, O., Nov. 11, meningitis, Bro. Geo. E. Mason, member of Div. 124.

Nordhoff, Cal., Oct. 28, heart disease, Bro. Lawrence Cain, member of Div. 126.

Nashville, Tenn., Oct. 18, Bro. A. R. Grubb, member of Div. 129.

Arlington, N. J., Sept. 15, paralysis, Bro. Daniel R. Jones, member of Div. 130.

Sanborn, Ia., Oct. 17, appendicitis, Bro. Wilbert H. Hlensen, member of Div. 131.

Ogden, Utah, Oct. 28, Bro. Ed A. Linsley, member of Div. 136.

Campbellton, N. B., Can., Oct. 23, cancer, Bro. A. J. McDonald, member of Div. 138.

Indianapolis, Ind., Oct. 23, crushed under engine, Bro. Samuel Heiserodt, member of Div. 143.

St. Paul, Minn., Nov. 2, kidney disease, Bro. Eugene Lee, member of Div. 150.

Burlington, Ia., Oct. 21, tuberculosis, Bro. F. E. Lofstrom, member of Div. 151.

Utica, N. Y., Oct. 1, blood poison, Bro. Edward Dowdle, member of Div. 152.

Howell, Ind., Nov. 7, struck by cars, Bro. John Murphy, member of Div. 154.

Decatur, Ill., Nov. 9, liver trouble, Bro. Amos Jones, member of Div. 155.

Louisville, Ky., Oct. 30, engine turned over, Bro. John Maurer, Jr., member of Div. 165.

Denison, Tex., Aug. 9, wreck, Bro. J. F. De Mar, member of Div. 177.

Omaha, Neb., Oct. 25, Bro. Cornelius Norris, member of Div. 183.

Fond du Lac, Wis., Oct. 11, Bro. Edward Carman, member of Div. 185.

Genoa, Colo., Oct. 13, Bright's disease, Bro. John J. McGill, member of Div. 186.

San Antonio, Tex., Sept. 23, engine turned over, Bro. Frank Smith, member of Div. 197.

Phelps, N. Y., Oct. 9, peritonitis, Bro. Willard R. Lincoln, member of Div. 200.

Council Bluffs, Ia., Oct. 16, heart trouble, Bro. Herman Reimers, member of Div. 203.

E. Hartford, Conn., Oct. 24, killed, Bro. B. R. Nichols, member of Div. 205.

New Britain, Conn., Oct. 10, paralysis, Bro. F. C. Stotts, member of Div. 205.

Jakin, Ga., Aug. 25, tuberculosis, Bro. F. M. Pierce, member of Div. 210.

Meridian, Miss., Oct. 13, cancer, Bro. Charles Knapp, member of Div. 230.

Fort Scott, Kans., Oct. 29, scalded, Bro. E. R. Hart, member of Div. 237.

Harrisburg, Pa., Nov. 6, typhoid fever, Bro. W. E. Weitzel, member of Div. 250.

Urichsville, O., Oct. 22, struck by train, Bro. Millard F. Dunn, member of Div. 255.

Ashtabula, O., Nov. 5, hardening of the arteries, Bro. H. C. Tombes, member of Div. 260.

Herrington, Kans., Nov. 6, appendicitis, Bro. Chas. T. Wright, member of Div. 261.

Greenville, Pa., Oct. 25, derailment, Bro. E. C. Miller, member of Div. 282.

Enon Valley, Pa., Oct. 17, kidney trouble and complications, Bro. J. C. Rager, member of Div. 293.

Toronto, Ont., Can., Oct. 3, heart trouble, Bro. Jos. Sprague, member of Div. 295.

Canal Dover, O., Aug. 16, Bro. W. B. Davis, member of Div. 296.

Roanoke, Va., July 15, chronic nephritis, Bro. E. A. Hase, member of Div. 301.

Chicago, Ill., July 30, Bro. Geo. Bodley, member of Div. 302.

Wellington, O., Nov. 5, old age, Bro. N. D. Platt, member of Div. 318.

Vancouver, B. C., Oct. 29, cancer, Bro. A. Mowat, member of Div. 320.

Edmonton, Alberta, Can., Nov. 4, wreck, Bro. D. V. Brooks, member of Div. 320.

West Lebanon, N. H., Oct. 18, shock, Bro. G. W. Currier, member of Div. 335.

Princeton, Ind., July 11, engine derailed, Bro. Hugh Funk, member of Div. 343.

Paris, O., Oct. 30, cancer, Bro. J. A. Howman, member of Div. 360.

Atlanta, Ga., Oct. 31, derailment, Bro. Thos. H. Gay, member of Div. 368.

Hudson, Wis., Sept. 22, hemorrhages, Bro. D. T. Mahoney, member of Div. 369.

Roanoke, Va., Oct. 19, cancer, Bro. S. A. Hart, member of Div. 401.

Anniston, Ala., Oct. 23, engine turned over, Bro. W. E. Parker, member of Div. 407.

Newark, N. Y., Oct. 29, pneumonia, Bro. Alexander Keir, member of Div. 421.

New Orleans, La., Oct. 6, dropsy, Bro. R. E. Wild, member of Div. 426.

Cumberland, Md., Oct. 5, tuberculosis, Bro. M. G. Weaver, member of Div. 437.

Toledo, O., Nov. 5, paralysis, Bro. O. C. Maginn, member of Div. 457.

Ft. Worth, Tex., Oct. 24, collision, Bro. W. A. Lewis, member of Div. 501.

Bangor, Me., Oct. 30, heart disease, Bro. C. H. Spear, member of Div. 508.

Sedalia, Mo., Aug. 18, engine derailed, Bro. F. D. James, member of Div. 517.

Tottenville, S. I., N. Y., Sept. 19, heart trouble, Bro. M. A. Lovell, member of Div. 641.

Amarillo, Tex., Oct. 29, engine turned over, Bro. E. S. Hawley, member of Div. 574.

Norwood, O., Oct. 17, fell from engine, Bro. J. T. Rouen, member of Div. 584.

Meridian, Miss., Nov. 10, Bright's disease, Bro. H. S. Betts, member of Div. 593.

Sherman, Tex., Oct. 21, Bright's disease, Bro. John H. Helm, member of Div. 604.

Buhl, Ida., Oct. 18, rupture, Bro. Percy B. Shuck, member of Div. 634.

Galesburg, Ill., Nov. 7, heart failure, Bro. Chas. H. Mount, member of Div. 644.

Waycross, Ga., Oct. 12, engine turned over, Bro. J. J. Thomas, member of Div. 648.

Tamaqua, Pa., Oct. 24, Bro. Elias Miller, member of Div. 652.

San Luis Obispo, Cal., Sept. 22, struck by engine, Bro. Jas. E. Cameron, member of Div. 664.

Muskogee, Okla., Sept. 12, engine fell through bridge, Bro. John Bell, member of Div. 711.

Harlowton, Mont., Aug. 14, boiler explosion, Bro. Peter Gevaart, member of Div. 761.

Marcus, Wash., Oct. 10, spinal trouble, Bro. Alonzo S. Clute, member of Div. 791.

Mobridge, S. D., Nov. 1, abscess, Bro. Fred H. Braman, member of Div. 806.

Nashville, Tenn., Oct. 11, heart failure, Mrs. Malinda Goad, wife of Bro. N. P. Goad, member of Div. 514.

Munster Township, Pa., Sept. 18, Mrs. Susan Schiber, mother of Bro. John C. Schiber, member of Div. 406.

Lilburn, Ga., Oct. 18, Mr. G. W. Cunningham, father of Bro. W. G. Cunningham, member of Div. 498.

Oxnard, Cal., Oct. 14, heart failure, Mr. Wm. E. Evans, son of Bro. E. W. Evans, member of Div. 251.

Argenta, Ark., Oct. 12, heart failure, Mrs. Chas. H. Cobb, wife of Bro. Chas. H. Cobb, member of Div. 554.

Lexington, Ky., Oct. 25, Mrs. Mary Lacey, wife of Bro. Wm. Lacey, member of Div. 165.

Anniston, Ala., Oct. 27, complication of diseases, Mr. Connie McClure, brother of Bro. Guy McClure, C. E. of Div. 407.

ADMITTED BY TRANSFER CARD

Into Division—

- 5—O. L. Collier, from Div. 147
- 23—F. M. Dampier, from Div. 309.
- 35—Edw. Lang, from Div. 756.
- 40—A. F. Stillings, from Div. 814.
- 52—H. Baker, from Div. 112.
- 77—A. E. Baker, from Div. 756.
- F. E. Ross, from Div. 54.
- 84—J. R. Stine, from Div. 786.
- 86—J. E. Clark, from Div. 665.
- 88—J. H. Snyder, from Div. 623.
- 110—A. W. Spaulding, from Div. 591.
- 134—Anthony Burke, from Div. 153.
- 156—C. M. Dryman, from Div. 684.
- J. H. Snyder, from Div. 603.
- 183—Geo. T. Walker, from Div. 529.
- 191—L. H. Wheeler, from Div. 61.
- 206—W. D. Irwin, from Div. 8.
- 216—J. C. Foley, from Div. 442.
- 228—Dallas Vance, from Div. 811.
- Peter Derham, from Div. 681.
- 250—W. M. Miller, from Div. 74.
- 252—P. B. Lavery, from Div. 740.
- 275—D. B. Thornburg, from Div. 139.
- 290—I. N. Maxwell, from Div. 559.
- 293—H. W. Renkauf, from Div. 590.
- 314—Richard E. Harris, from Div. 557.
- 324—M. F. Hughes, from Div. 186.
- 330—R. H. Farr, Jas. Luke, from Div. 756.
- 341—J. F. Swift, O. E. Yerxa, from Div. 162.
- 368—J. H. Brunson, Jr., from Div. 756.
- G. W. L. Ford, from Div. 239.
- 396—Elijah Smith, from Div. 505.
- 405—H. E. Davis, from Div. 96.
- 416—Geo. V. Beabout, from Div. 255.
- 427—H. E. Fine, from Div. 500.
- 461—W. F. Hockaday, from Div. 400.
- 481—J. H. Fleming, from Div. 463.
- 519—H. E. Meyers, from Div. 763.
- 627—P. J. Duffy, Owen Lightcap, Wm. Pletcher, from Div. 306.
- 658—John Burnett, John Kennedy, Harry Parsons, from Div. 295.
- 669—Grant Smith, from Div. 562.
- 696—C. F. Conners, from Div. 251.
- 706—G. W. Subbs, from Div. 779.
- 707—Thos. Trevorton, from Div. 71.
- 728—Chas. J. Haviland, from Div. 753.
- 744—F. B. Sutton, from Div. 385.
- C. A. Domke, from Div. 232.
- 777—B. F. Blakslee, from Div. 729.
- 784—O. E. Hostetter, from Div. 801.
- 785—Geo. E. Charlton, from Div. 771.
- 798—D. A. Hawley, V. Hoff, from Div. 540.
- 815—J. P. Jansen, from Div. 197.
- 816—A. B. McGillivray, from Div. 764.
- 817—Thos. Fawcett, J. J. Egge, from Div. 825.
- 823—R. H. Keese, from Div. 401.
- 826—Geo. W. Lance, from Div. 678.

Into Division—

- 831—M. D. Karicofe, from Div. 218.
 832—Alex McPhail, from Div. 715.
 833—W. J. Hendricks, E. A. Schumacher, from Div. 399.
 838—J. P. Jones, Leo. Matthewson, H. S. Rogers, G. Totten, Jas. Thomas, from Div. 823.
 G. E. Taylor, from Div. 309.
 W. E. Marsh, from Div. 58.
 839—E. O. Allen, C. E. Adams, R. V. Bromley, Louis Beckman, John J. Connolly, L. H. Callett, A. B. Clark, T. T. Cramer, J. J. Coward, L. A. Delhotel, C. J. Dalton, G. C. Ellis, Alex. Elsie, W. W. Fitch, R. L. Fordram, Wm. Gertin, W. C. Gardner, Jas. C. Hull, E. B. Hall, J. J. Hupfer, C. C. Kennedy, E. H. McHugh, J. B. McCabe, Samuel Mormon, A. B. C. Miller, J. E. O'Brien, Harry Price, Geo. Park, Calvin Rich, R. V. Rich, H. L. Rockwood, F. P. Stultz, L. Selvy, B. Swearingin, J. F. Scott, C. H. Swan, B. J. Treanor, B. F. Thomas, E. H. Truax, H. M. Vance, Wm. H. Webb, C. D. Whitcomb, Wm. Whittaker, Chas. York, C. A. Zenze, from Div. 553.
 810—T. J. Armstrong, L. Brooks, G. E. Bradford, J. A. Barker, C. A. Beach, J. P. Connor, L. M. Coppock, B. A. Copner, G. W. Cox, G. E. Cole, J. W. Carter, T. Dixon, J. R. Donaldson, N. M. Dills, H. P. Dillon, K. L. Dresser, E. W. Ewing, S. F. Fuqua, D. H. Fisher, H. M. Fisher, C. L. Fisher, G. E. Fuller, L. Graves, C. A. Gibson, H. Hilmer, R. Hornbeck, L. M. Harker, G. Herman, B. F. Hippensteel, R. M. Harris, R. E. James, C. S. Johnson, L. Keller, J. P. Kile, J. L. Kinsella, W. A. Lane, A. R. Lawrence, H. R. Loder, A. C. McNary, L. S. Mahley, P. T. Monahan, C. A. Moore, C. T. Markley, S. C. McGee, R. T. McMahon, O. D. Meserve, H. H. Miller, W. B. Phillips, C. E. Rogers, C. J. Ripple, H. W. Reideman, C. Rinker, F. B. Sanford, John Sullivan, F. W. Speicher, E. L. Smith, F. P. Sleeper, J. Shively, L. Trimble, G. Vanatta, from Div. 548.

WITHDRAWALS**From Division—**

- 46—Wm. Brind.
 29—Harry Richmond.
 137—J. P. Young.
 152—Daniel Hoctor,
 John H. Flynn.
 196—W. O. Mills.
 222—Hugh L. Peck.
 253—E. Kociemski.

From Division—

- 264—J. E. Pfifer.
 363—O. M. Crane.
 408—J. N. Humphrey.
 417—Frank N. Lord.
 507—W. L. Tucker.
 665—W. H. Hessa.
 761—Louis Hart.
 810—J. H. Kronenberger.

REINSTATEMENTS**Into Division—**

- 19—Wm. Fitzgerald.
 29—Howard H. Sands.
 83—J. F. McEwen.
 97—A. L. Waters.
 110—A. W. Clements.
 120—C. E. Nutting.
 169—Wm. Cleary.
 216—W. A. Burdick.
 225—John G. Cairnes.
 252—C. W. L'Henreux.
 C. E. Seagraves.
 233—P. H. Traynor.
 281—J. L. Mulvahill,
 J. L. Palendina,
 G. A. Barner,
 J. J. Roberts.
 284—John F. Palmer.
 302—F. H. Halstead.
 360—S. Repp.
 T. C. Fancher.
 362—W. R. Parker.
 422—W. D. Oakford.
 427—W. H. Richardson.
 428—C. W. Jones.
 H. T. Carpenter.
 436—H. C. Flemming.
 474—Wm. J. Kreitz.
 475—W. M. McElroy.
 493—J. J. Metzger.
 455—Edw. Bourne.

Into Division—

- 495—C. J. Wicker.
 495—C. A. Giddens.
 W. B. Shaw.
 E. F. McKenzie.
 J. C. Dunlap.
 J. B. Hudson,
 J. C. Wood.
 523—R. J. Dunlop.
 525—M. R. Conyers.
 527—L. O. Matthews.
 576—John Lee.
 G. H. Wagner,
 N. L. Keeler.
 578—J. Q. Wallace.
 606—Roll Squibb.
 645—Geo. T. Beck.
 665—J. E. Clark.
 666—A. L. Johnsey.
 703—J. P. Ford.
 W. D. Moore.
 704—M. V. Garcia.
 719—J. E. Mangham.
 733—W. E. Depolster.
 738—Chas. R. Homard,
 H. W. Benedict.
 749—James Symons.
 790—Wm. F. Baker.
 Wm. Gray.
 796—F. E. Etter.
 805—Chas. Rr. Jarvis.

EXPELLED**FOR NON-PAYMENT OF DUES.**

- 39—J. M. Widener.
 46—Isaac Waufile.
 47—M. H. Covill.
 83—J. R. Beshears,
 W. R. Hoy.
 89—Hugh Lamb.
 121—Wm. Musselman.
 155—J. A. Henry,
 John D. Childs.
 180—O. F. Sable.
 263—G. C. Yeager,
 Irvin Transul.
 264—J. R. McCollin.
 298—J. H. McDonald,
 D. E. O'Connor.
 363—P. J. Downey.
 368—Jas. B. Crawley.
 379—L. A. Adams,
 Jas. McCluskey.
 399—H. B. Rice,
 J. C. Foster.
 407—R. J. Orr.
 437—H. H. Grim,
 Roy Fraley,
 Harley H. Kight,
 Ed Jenkins,
 J. A. Hunt.
 I. F. Haddix,
 C. F. Fraley,
 H. E. McKenzie,
 Howard B. Weller
 O. O. Sterne.
 442—J. G. Jones.
 443—R. H. McLean.
 459—Wm. H. Miller.
 474—E. L. Merrill.
 490—C. L. Gardner.
 507—A. A. Fryer.
 510—W. Morgan.
 511—O. M. Rumburg.
 547—W. E. Brown.
 639—Thos. Howell,
 W. J. Higgins,
 J. Schaefer,
 J. J. Scanlon,
 E. G. Middleton.
 641—J. E. Kosinsky,
 J. P. Nugent,
 C. K. Potter.
 648—W. L. Moody,
 C. F. Black.
 711—M. L. Hawley,
 R. E. McNary,
 T. F. Kain.
 W. F. G. Pound.
 736—A. B. Chisholm,
 F. O. Wiles,
 W. C. Abbott.
 S. B. Findley.
 769—G. H. Wellborn.
 785—A. T. Massie.
 803—Ed Ryan.
 804—H. Chrisman.
 806—F. S. Shorgli.

FOR OTHER CAUSES.

- 50—H. Brown, intoxication and unbecoming conduct.
 64—Earnest A. Cleaveland, violation of obligation.
 126—H. M. Honn, non-payment of dues and forfeiting insurance.
 182—Mike Butler, intoxication.
 190—E. L. Sanford, unbecoming conduct.
 202—J. C. Kehoe, W. E. Wylie, C. H. York, non-payment of dues and forfeiting insurance.
 209—C. A. Kellogg, non-payment of dues and not corresponding with Division.
 236—J. J. Horton, intoxication and unbecoming conduct.
 271—H. B. Wehry forfeiting insurance.
 288—P. J. Hannon, as per Sec. 54, Statutes.
 294—Frank E. Anderson, forfeiting insurance.
 348—D. J. McGee, non-payment of dues and forfeiting insurance.
 352—J. W. O'Neil, W. H. Foreback, non-payment of dues and forfeiting insurance.
 357—I. Bucklin, non-payment of dues and forfeiting insurance.
 408—A. J. Patterson, non-payment of dues and forfeiting insurance.
 A. A. Smith, unbecoming conduct.
 434—Benj. F. Hartnett, violation of obligation.
 435—Herbert Brown, non-payment of dues and forfeiting insurance.
 437—Harry H. Warnick, forfeiting insurance.
 459—G. Drake, violation of obligation.
 480—Robert M. Hill, non-payment of dues and forfeiting insurance.
 511—W. E. Morris, violation of obligation.
 L. E. Robertson, intoxication.
 514—L. W. Fields, violation of obligation.
 581—Hugh D. McDonald, forfeiting insurance.
 583—W. Cardwell, failing to take out insurance.
 585—Ed Davids, intoxication.
 623—T. D. Morrissey, non-payment of dues and forfeiting insurance.
 717—W. Allan, non-payment of dues and not corresponding with Division.
 758—J. A. Cooper, non-payment of dues and forfeiting insurance.
 763—Jas. Porter, unbecoming conduct.
 H. H. Rodman, violation of Sec. 35, and unbecoming conduct.
 F. Galletly, violation of obligation and unbecoming conduct.
 787—R. R. Stiffier, P. L. McNells, non-payment of dues and forfeiting insurance.

The expulsion of Bro. T. G. Knight from Div. 501, which appeared in the February, 1913, JOURNAL, has been declared illegal by the G. C. E. and Brother Knight is in good standing in Div. 501.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 1124 B. of L. E. BLDG., CLEVELAND, O.

The B. of L. E. Journal.

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Box or Street and No.....

Postoffice.....State.....

OLD ADDRESS.

Postoffice.....State.....

 Be Sure and Give Old Address and Division Number.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 75-78.

SERIES M.

OFFICE OF ASSOCIATION, ROOM 1136, B. OF L. E. BLDG.
CLEVELAND, OHIO, Dec. 1, 1918.

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association:

Four assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 118, of By-Laws.)

Secretaries will send remittances to and make all drafts, express money orders or postoffice money orders PAYABLE TO M. H. SHAY, GENERAL SECRETARY AND TREASURER. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
1	L. A. Wiltshire....	36		85 Jan. 12, 1903	June 28, 1912	Blind left eye.....	\$1500	Self.
2	L. T. Branham....	55		191 Feb. 14, 1893	June 29, 1912	Blind left eye.....	3000	Self.
3	H. S. Macarey....	66		15 Feb. 10, 1890	Sept. 24, 1913	Left leg amput'd....	1500	Self.
4	R. W. Fairchild....	24		230 June 16, 1912	Oct. 3, 1913	Killed.....	1500	Daily M. Manonsoe, s.
5	Carl Jensen....	81		683 Apr. 27, 1913	Oct. 3, 1913	Rheumatism.....	1500	Birgitte Jensen, w.
6	William Blaufus....	36		631 Mar. 4, 1913	Oct. 6, 1913	Killed.....	1500	Edward Blaufus, b.
7	M. O. Dwyer....	66		599 Dec. 28, 1895	Oct. 8, 1913	Eye removed.....	3000	Self.
8	Jos. R. Spragge....	63		295 July 30, 1893	Oct. 10, 1913	Nephritis.....	3000	Jane Spragge, w.
9	F. C. Stotts....	68		205 Apr. 17, 1895	Oct. 11, 1913	Apoplexy.....	3000	Lillie L. Stotts, w.
10	Sam Downey....	63		123 Oct. 27, 1890	Oct. 13, 1913	Cerebral hemorrh'ge	1500	Clara Downey, w.
11	John C. Bellows....	44		112 June 25, 1905	Oct. 13, 1913	Right foot amput'd	3000	Self.
12	Chas. Knapp....	43		230 Sept. 4, 1909	Oct. 13, 1913	Carcin'a of rectum	1500	Elizabeth Knapp, w.
13	John Cronos....	54		10 July 13, 1891	Oct. 13, 1913	Left leg amput'd....	1500	Self.
14	C. A. Hegney....	44		230 Apr. 29, 1900	Oct. 15, 1913	Eye removed.....	3000	Self.
15	Jacob Brinkel....	58		15 July 24, 1897	Oct. 16, 1913	Nephritis.....	3000	Minnie Brinkel, w.
16	Frank McGowan....	40		657 July 22, 1902	Oct. 16, 1913	Paralysis.....	1500	Francis L. McGowan, s.
17	H. A. Reimers....	37		203 Dec. 6, 1911	Oct. 16, 1913	Fatty deg'n of he't	3000	Amelia F. Reimers, w.
18	Wilbert H. Heinsen	33		131 July 8, 1907	Oct. 17, 1913	Appendicitis.....	1500	Odeanna E. Heinsen, w.
19	John T. Rauon....	44		584 Mar. 23, 1902	Oct. 17, 1913	Killed.....	1500	Annie M. Rauon, w.
20	Percy B. Shuck....	31		634 Feb. 12, 1910	Oct. 18, 1913	Cerebral embolism	3000	Edna Shuck, w.
21	B. F. Cannon....	81		696 Aug. 27, 1905	Oct. 18, 1913	Heart disease.....	1500	Maude Cannon, w.
22	Arthur R. Grubb....	47		129 Oct. 12, 1909	Oct. 18, 1913	Dropsy.....	3000	Grace Grubb, w.
23	Wm. F. Smith....	53		47 Mar. 17, 1904	Oct. 18, 1913	Septicemia.....	3000	Ray C. Smith, s.
24	Albt. F. Hinkleman	38		394 Apr. 24, 1910	Oct. 19, 1913	Right leg amput'd	3000	Self.
25	S. A. Hart....	59		401 Mar. 16, 1902	Oct. 19, 1913	Cancer of liver.....	1500	Sarah B. Hart, w.
26	S. S. Puckett....	66		36 Feb. 20, 1883	Oct. 21, 1913	Arterio sclerosis....	3000	Sarah E. Puckett, w.
27	J. H. Helm....	57		604 Sept. 22, 1890	Oct. 21, 1913	Heart disease.....	4500	Lula G. Helm, w.
28	C. E. Billingsley....	44		569 Oct. 31, 1903	Oct. 21, 1913	Left hand amput'd	3000	Self.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't of Ins.	To Whom Payable.
29	F. E. Lofstrom	31	151	Feb. 28, 1909	Oct. 21, 1913	Tuberculosis	\$1500	Barbara Lofstrom, m
30	John B. Cline	31	58	Sept. 17, 1907	Oct. 21, 1913	Tuberculosis	1500	Eva Cline, a.
31	M. F. Dunn	44	255	Sept. 22, 1901	Oct. 21, 1913	Killed	3000	Jennie L. Dunn, w.
32	W. E. Parker	37	407	Oct. 29, 1903	Oct. 23, 1913	Killed	1500	Carrie Parker, w.
33	B. R. Nichols	49	205	Mar. 13, 1906	Oct. 24, 1913	Killed	3000	Jennie A. Nichols, w.
34	Elias Miller	59	652	June 7, 1903	Oct. 24, 1913	Killed	1500	Sarah C. Miller, w.
35	Con Norris	58	133	Jan. 11, 1904	Oct. 25, 1913	Hemiplegia	1500	Norah Norris, w.
36	R. C. Miller	50	282	May 3, 1899	Oct. 25, 1913	Killed	3000	Bertha Miller, w.
37	Samuel Hiserodt	48	143	May 3, 1892	Oct. 25, 1913	Killed	3000	Zorah A. Hiserodt, w.
38	Jno. A. Van Nuys	57	53	Oct. 25, 1904	Oct. 25, 1913	Suicide	1500	Sons
39	M. I. Karcher	62	71	Dec. 20, 1896	Oct. 26, 1913	Nephritis	3000	Amelia Karcher, w.
40	B. J. Voyles	41	696	Mar. 11, 1900	Oct. 27, 1913	Killed	750	Mrs. M. J. Voyles, m.
41	Lawrence Cain	61	126	May 25, 1889	Oct. 28, 1913	Heart disease	3000	Adaline Carroll, s.
42	A. J. McDonald	44	138	May 25, 1905	Oct. 28, 1913	Sarcoma	1500	Eliz. I. McDonald, w.
43	Chas. C. Standart	49	73	Feb. 17, 1901	Oct. 28, 1913	Pneumonia	3000	Valeda Standart, w.
44	E. A. Linsley	73	136	Dec. 9, 1874	Oct. 28, 1913	Uremia	1500	Alise Linsley, w.
45	E. S. Hawley	57	574	Apr. 27, 1903	Oct. 29, 1913	Killed	3000	Mrs. S. J. Hawley, w.
46	C. H. Spear	55	508	Nov. 22, 1884	Oct. 29, 1913	Arterio sclerosis	3000	Abbie Spear, w.
47	E. R. Hart	54	237	June 22, 1893	Oct. 29, 1913	Killed	4500	Bel Hart, w.
48	Alex. R. Keir	39	421	Sept. 27, 1905	Oct. 29, 1913	Pneumonia	3000	Kate Keir, w.
49	Thos. Ellegett	43	77	Nov. 8, 1903	Oct. 30, 1913	Chronic nephritis	1500	Margaret Ellegett, s.
50	John Maurer, Jr.	32	165	Oct. 5, 1910	Oct. 30, 1913	Killed	1500	Henrietta Maurer, w.
51	J. A. Homman	39	360	Feb. 2, 1903	Oct. 30, 1913	Cancer of liver	1500	Flor'ce M. Homman, w.
52	Thomas Gay	44	368	Oct. 23, 1896	Oct. 31, 1913	Killed	3000	Katie Gay, w.
53	Fred H. Brame	32	805	Aug. 25, 1907	Nov. 1, 1913	Infection of liver	1500	Wife and daughter.
54	Eugene Lee	57	150	Sept. 4, 1891	Nov. 2, 1913	Chronic nephritis	4500	Belle Lee, w.
55	F. J. Farrington	42	170	Feb. 16, 1903	Nov. 2, 1913	Acute nephritis	3000	Marg'et Farrington, s.
56	S. P. R. Moorem	41	839	Jan. 1, 1903	Nov. 4, 1913	Killed	1500	Jennie Mooreman, w.
57	N. D. Platt	73	318	Aug. 13, 1894	Nov. 5, 1913	Heart disease	1500	Flora Platt, w.
58	O. C. Maginn	53	457	July 23, 1899	Nov. 5, 1913	Paralysis	3000	Margaret Maginn, w.
59	G. A. Price	41	627	Mar. 26, 1905	Nov. 6, 1913	Killed	1500	Anna J. Price, w.
60	H. C. Tombes	54	260	July 16, 1891	Nov. 6, 1913	Tuberculosis	1500	Phelbe Tombes, w.
61	W. E. Weitzel	52	250	Nov. 22, 1893	Nov. 6, 1913	Typhoid fever	3000	Mary E. Weitzel, w.
62	C. T. Wright	45	261	July 2, 1905	Nov. 6, 1913	Appendicitis	1800	Carry B. Wright, w.
63	Jerry Donovan	59	116	Sept. 25, 1890	Nov. 7, 1913	Pneumonia	1500	Cather'ne Donovan, w.
64	John Murphy	55	154	May 26, 1884	Nov. 7, 1913	Killed	3000	Mary Murphy, w.
65	Edward A. Myers	41	16	Apr. 21, 1903	Nov. 7, 1913	Pneumonia	1500	Lottie Meyers, w.
66	C. H. Mount	42	644	Feb. 3, 1906	Nov. 7, 1913	Cardiac insufficiency	1500	Wife and daughter.
67	J. N. Martin	59	477	Aug. 13, 1901	Nov. 9, 1913	Uremia	1500	Hattie M. Martin, w.
68	Amos Jones	50	155	June 18, 1902	Nov. 9, 1913	Cancer	1500	Ida M. Jones, w.
69	Patrick Dillon	50	452	Jan. 20, 1907	Nov. 9, 1913	Heart disease	1500	Mary A. Dillon, w.
70	Earl F. Gleason	36	796	Nov. 10, 1910	Nov. 9, 1913	Killed	1500	Kate E. Gleason, w.
71	Herbert S. Betts	58	593	Mar. 16, 1891	Nov. 10, 1913	Bright's disease	5000	Lena E. Betts, w.
72	Benj. Hall	57	288	June 3, 1901	Nov. 10, 1913	Killed	1500	Ruby A. Hall, w.
73	John A. Boose	34	471	Oct. 31, 1906	Nov. 10, 1913	Killed	1500	Josephine G. Boose, w.
74	George Mason	25	124	Mar. 27, 1911	Nov. 11, 1913	Meningitis	1500	Mary Mason, m.
75	B. T. Cole	76	210	Feb. 1, 1887	Nov. 11, 1913	Pneumonia	1500	Mary E. Cole
76	John J. Gormley	51	516	Jan. 21, 1900	Nov. 12, 1913	Hemorrhage	1500	Charlotte E. Gormley, w.
77	Ray A. Hallman	31	707	May 27, 1910	Nov. 15, 1913	Pyemia	1500	Dor' thea J. Hallman, w.
78	Thomas Bailey	59	790	Sept. 27, 1903	Nov. 16, 1913	Bright's disease	1500	Mary Bailey, w.

Total number of claims, 78. Total amount of claims, \$171,750.00.

Financial Statement.

CLEVELAND, O., Nov. 1, 1913.	
MORTUARY FUND FOR OCTOBER.	
Balance on hand.....	\$217,047 53
Paid in claims.....	138,821 42
Surplus.....	\$ 78,226 11
Received by assessments 910.	
913 and back assessments.....	\$155,363 02
Received from members carried	
by the Association.....	881 76
Interest for October, 1913.....	598 92
Total.....	\$156,843 70
Balance in bank Oct. 31, 1913.....	\$235,069 81
SPECIAL MORTUARY FUND.	
Balance on hand.....	\$227,279 89
Received for October, 1913.....	17,755 08
Total.....	\$245,034 97
Paid for bonds.....	208 33
Balance in bank Oct. 31, 1913.....	\$244,826 64
EXPENSE FUND FOR OCTOBER.	
Balance on hand.....	\$56,563 34
Received from fees.....	391 32
Received from 2 per cent.....	3,551 01
Total.....	60,505 67
Expenses during month of Oct, 1913...	3,015 20
Balance in bank Oct. 31, 1913.....	\$57,490 47

Statement of Membership.

FOR OCTOBER, 1913.	
Classified rep-	
resents:	\$750 \$1,500 \$2,250 \$3,000 (\$3,750) \$4,500
Total member-	
ship Sept.	
30, 1913.....	1,834 42,797 140 19,289 9 4,074
Applications	
and rein-	
statements	
received dur-	
ing the m'th	2 245 115 48
Totals....	1,836 43,042 140 19,334 9 4,122
From which	
deduct poli-	
cies termin-	
ated by	
death, acci-	
dent, or oth-	
erwise.....	16 121 45 8
Total member-	
ship Oct.	
31, 1913.....	1,820 42,921 140 19,289 9 4,114
Grand total.....	68,298

WEEKLY INDEMNITY CLAIMS PAID NOVEMBER 1, 1913.

Cl'im	Div.	Name	Amount Paid	Cl'im	Div.	Name	Amount Paid
*983	156	Chas. Aplin, Adv.....	\$145 00	36	301	Wm. T. Monroe.....	\$15 71
984	585	J. A. Lightfoot.....	140 00	37	758	E. C. Townsend.....	68 57
985	93	Lloyd H. Pearce.....	8 57	38	465	H. C. Long.....	15 00
986	96	G. E. Cole.....	22 86	39	616	James White.....	11 43
987	445	C. B. Coleman.....	30 00	40	846	O. B. Killmer.....	177 14
988	383	Edw. L. Forsyth.....	88 57	41	762	J. L. Hollingsworth.....	22 66
989	695	Edw. E. Clarity.....	60 00	42	19	Wm. W. Crawford.....	100 00
990	96	Thos. J. Riley.....	28 57	43	362	Martin King.....	85 71
991	134	Robt. P. Kelly.....	102 86	44	262	Harry C. Allen.....	42 86
992	358	Frank C. Pease.....	10 71	45	323	G. E. Ballard.....	17 14
993	286	Arthur C. Kirk.....	80 00	46	187	A. F. Anderson.....	157 14
994	8	B. M. Pulliam.....	160 00	47	83	Wm. Price.....	94 29
*995	500	Henry C. Moore Adv.....	300 00	48	471	John F. Word.....	42 86
996	530	Wm. Mason, Adv.....	140 00	49	585	J. E. Baker.....	20 00
997	333	James Andrews.....	120 00	50	261	F. W. Humbarger.....	20 00
998	301	S. W. Snidow.....	62 86	51	834	Burnett D. Hill.....	54 29
999	230	J. T. Garrett.....	22 86	52	17	Sylva Cain.....	28 57
1000	8	W. E. Landman.....	40 00	53	294	Victor C. Putman.....	28 57
1	130	W. S. Dix.....	25 71	54	294	Swan Erickson.....	20 00
2	107	J. C. Marshall.....	96 43	55	526	S. H. Westinghouse.....	39 64
3	141	Geo. H. Barofsky.....	37 14	56	471	M. J. Burke.....	82 14
4	245	Chas. W. Kemp.....	15 00	57	291	J. S. Schaubach.....	28 57
5	726	J. B. Lawson.....	70 71	58	125	Charles E. Miller.....	137 14
6	218	S. C. Hall.....	20 00	59	536	R. H. Johnston.....	91 43
7	471	Sam Walker.....	51 43	60	160	John C. Stolt.....	90 00
8	177	Jerry Scott.....	340 00	61	831	G. H. Kariofe.....	305 71
9	299	Harry H. Robinson.....	65 71	62	37	Herbert Harries.....	54 29
10	430	Sam E. Furlow.....	37 14	63	232	Leon M. Johnson.....	82 86
11	11	Chas. M. Hill.....	7 50	64	252	John G. Wright.....	60 00
12	444	N. A. McHenry.....	120 00	65	511	M. R. Pleasants.....	85 71
13	369	John A. Cameron.....	25 71	66	511	J. F. Kinder.....	62 86
14	336	I. W. Reber.....	140 00	67	606	M. Meinhold.....	28 57
15	317	C. A. Purvis.....	27 86	68	762	W. A. Chrisman.....	22 86
16	547	A. J. Swartout.....	62 86	69	762	J. W. McNamara.....	40 00
17	372	Wm. H. McWhorter.....	15 00	70	831	Lawrence Sullivan.....	85 71
18	299	Coy D. McCormack.....	122 14	71	778	R. C. Oliver.....	40 00
19	401	A. S. Wood.....	31 43	72	595	John C. Burner.....	15 00
20	351	Chas. D. Fisher.....	90 00	73	485	A. J. Fraley.....	71 43
21	351	Marshall M. Wheeler.....	45 71	74	492	A. J. Abdon.....	124 29
22	585	J. M. Homan.....	57 14	75	270	W. B. Dale.....	85 71
23	27	A. P. Walker.....	48 57	76	8	H. T. Porter.....	28 57
24	600	E. O. Cole.....	25 71	77	208	Walter Jones.....	25 71
25	616	C. E. Paul.....	22 86	78	267	J. E. Divalbiss.....	122 86
26	602	Elmer C. Sabin.....	31 43	79	271	W. M. Lewis.....	40 00
27	351	Hiram Dorraugh.....	30 00	80	492	W. P. Moore.....	115 71
28	141	H. E. Ruch.....	19 29	81	495	R. G. Morgan.....	17 14
29	386	W. C. Adams.....	28 57	754	766	S. J. Hays, Bal.....	36 43
30	781	Jas. H. Mitchell.....	10 71	429	766	J. P. Mathews, Bal.....	417 14
31	784	C. F. Hagerty.....	11 43	935	568	A. L. Cooper, Bal.....	507 14
32	806	P. J. Dailey.....	88 57	*486	288	D. F. Washburn, Adv.....	25 00
33	251	Gust Peterson.....	34 29	*854	606	C. C. Rader, Bal.....	36 43
34	251	David C. Davis.....	34 29	*533	86	C. H. Daniels, Adv.....	200 00
35	600	E. C. Brown.....	420 00	*629	646	N. W. Taylor, Adv.....	345 00

\$8371 39 \$8371 39

Total number of Weekly Indemnity Claims, 99.

*Number of Advance Payments on Claims, 6.

**Claims reopened, 1.

Total number of Indemnity Death Claims, 0.

Weekly Indemnity Claims paid from Dec. 1, 1906, to Oct. 1, 1913.....\$493,698 72

Indemnity Death Claims paid from April 1, 1907, to Oct. 1, 1913.....228,208 57

\$716,902 29 716,902 29

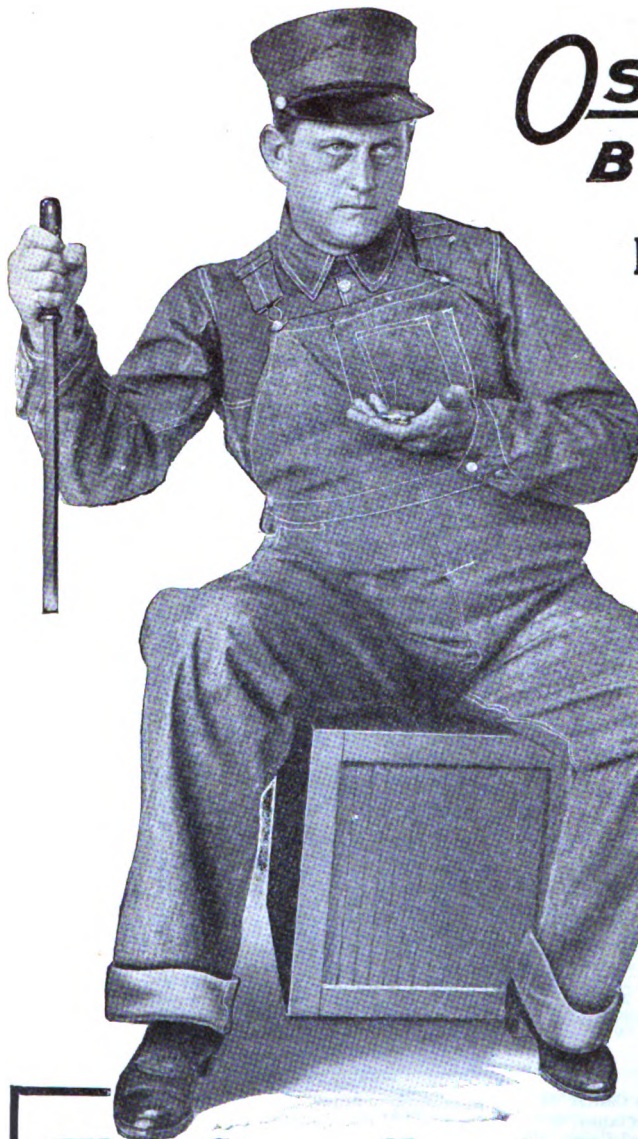
\$725,278 68

NOTICE TO INDEMNITY POLICYHOLDERS.

The First Quarterly Premium for 1914 on your Indemnity Insurance is due and payable to your Insurance Secretary on or before the 20th of December, 1913. Failure on your part to pay this Indemnity Premium, as provided in Sections 23 and 24 of the Indemnity By-Laws, will lapse your policy and leave you unprotected. Be "on time."

W. E. FUTCH, President.

M. H. SHAY, Gen'l Sec'y & Treas.



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